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No. 21,231

號廿百五千壹萬第

日五拾月陸年寅丙

HONGKONG, SATURDAY, JULY 24TH, 1926. 陸拜禮

號四廿月七年五十國民華中

PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEK DAYS

STATION	AM	PM	AM	PM	AM	PM	AM	PM
Kowloon	6.40	9.15	10.30	11.40	12.00	1.15	2.25	4.55
Yau Ma Tei	6.50	9.24	10.39	11.49	12.09	1.24	2.34	5.04
Shatin	7.02	9.36	10.51	12.01	12.21	1.36	2.46	5.16
Tai Po	7.16	9.50	11.04	12.14	12.34	1.49	2.59	5.29
Tai Po Market	7.31	10.05	11.19	12.29	12.49	2.04	3.14	5.44
Fanning	7.46	10.20	11.34	12.44	12.64	2.19	3.29	5.59
Shenzhen	7.56	10.30	11.44	12.54	12.74	2.29	3.39	6.09
Shenzhen	8.11	10.45	12.04	1.14	12.89	2.44	3.54	6.24

STATION	AM	PM	AM	PM	AM	PM	AM	PM
Shenzhen	8.26	10.59	12.19	1.29	1.04	2.14	3.24	5.34
Shenzhen	8.41	11.14	12.34	1.44	1.19	2.29	3.39	5.49
Fanning	8.56	11.29	12.49	1.59	1.34	2.44	3.54	6.04
Tai Po	9.11	11.44	1.04	2.14	1.49	2.59	4.09	6.19
Tai Po Market	9.26	11.59	1.19	2.29	1.64	3.14	4.24	6.29
Shatin	9.41	12.14	1.34	2.44	1.79	3.29	4.39	6.44
Yau Ma Tei	9.56	12.29	1.49	2.59	1.94	3.44	4.54	6.59
Kowloon	10.11	12.44	1.64	3.14	2.09	3.59	5.09	7.14

SHA TAU KOK BRANCH.

STATION	AM	PM	AM	PM	AM	PM	AM	PM
Fanning	7.45	11.30	12.20	1.10	2.00	3.50	4.40	5.30
Shenzhen	8.00	11.45	12.35	1.25	2.15	4.05	4.55	5.45

STATION	AM	PM	AM	PM	AM	PM	AM	PM
Fanning	7.45	11.30	12.20	1.10	2.00	3.50	4.40	5.30
Shenzhen	8.00	11.45	12.35	1.25	2.15	4.05	4.55	5.45

Further information may be obtained at the Railway Office, Kowloon, or from Messrs. The Orient & Son, Ltd., Hongkong, or from THE AMERICAN EXPRESS COMPANY, HONGKONG.

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AN UNREPORTED COMPETITION.

[APOLOGIES ARE TENDERED TO MAX ADELER, AND THE
PUBLIC ARE INFORMED THAT ANY ATTEMPT TO DETECT
HIDDEN PERSONALITIES WILL BE FRUITLESS.]

Some time ago, some friends of mine who have more money than shares, after a long discussion as to the annuity recurrent damage due to rainstorms and typhoons, finally decided that the dislocation of business so caused was a great hindrance to them in their perfectly legitimate occupation of diverting the money of a hardworking public into their own pockets. They decided therefore that a reward should be offered for the most practical suggestion for safeguarding the Colony by some mechanical means. Owing, I fancy, to the fact that I bear a strong facial resemblance to the man who put gin into engineering, I, together with a small Committee, was appointed to consider suggestions, for which verbal application was made. Owing no doubt, to the fact that the Press was busily engaged in advertising upon the latest peccadillo of that enfant terrible, the Government, the matter escaped their Argus eyes. It is, however, necessary to make public the result of our Committee's investigations.

Mr. Rufus Q. Hornblower pointed out that storms were chiefly a matter of wind, and that the shape of the Stanley peninsula was suggestive. He recommended that it should be hollowed out, and that an enormous bellows should be constructed inside. When the typhoon was approaching, the bellows, operated by machinery, should direct their full blast upon it, thus causing immediate deflection to a safe path. The Committee however seemed to remember some story about the horse blowing first, and in any case our correspondent omitted to mention the method of moving the Stanley peninsula round to meet typhoons coming from directions other than that in which it faced. His suggestion had therefore to be turned down.

The Committee were much impressed with the idea of M. Gotta Slatoff, who pointed out that more damage was done by rain than by wind, and suggested the erection over the Colony of a large rain-proof awning, secured to Tai Mo Shan, Devil's Peak, Waglan, and the Lantau Peak. As however he recommended a fabric exclusively sold by a local firm, it was feared that the writer was attempting to obtain cheap advertisement, and his letter was accordingly consigned to the waste-paper basket.

Another ingenious suggestion was that of Mr. A. Flat, who recommended leveling the Peak and all the hills of the island, thus enabling a typhoon to pass overhead without disturbing the Colony. This thought was so stupendous in its simplicity that the Committee were somewhat at a loss. However, upon reflection, it was realized that many of the contributors to the Prize Fund owned property on the Peak and the suggestion was therefore ruled out.

Mr. Mish wandered somewhat from the point in suggesting the erection of a series of flying arches, based on Dumb-Bell Island, and carrying on them a motor road. This, he pointed out, would not only enable the Mayor and Corporation of that island to proceed in comfort to their daily avocations, but would also serve to buttress that portion of the Peak Road which in its own mind infinitely preferred a location of Pokfulam Reservoir. This scheme was held to be irrelevant, but the document was forwarded to the Director of Public Works.

The Committee were greatly attracted by the suggestion of Mr. C. Hatch, who recommended the installation, at Macao and Swatow, of instruments, which, on pressure of a button, would automatically make a noise like a vacuum, thus luring aside any typhoon from its path towards Hongkong. It was, however, decided that the subsequent friction with the two ports in question would be worse than any typhoon.

The idea of Mr. Archie Teet that all houses should be erected with one side in the form of an inclined plane without windows, so that heavy winds on impinging would either harmlessly over the building, not only suggested domestic discomfort, but presented the same difficulties in orientation as did the scheme of Mr. Hornblower.

On the whole the Committee decided to divide the prize between Mr. A. Jew, who wrote "Overinsure, and hope for the best," and Mr. P. A. Triot, who briefly commented "Refer the matter to the Kowloon Residents' Association." The Committee, however, wish to make it quite clear that they cannot, in view of their investigations, recommend the Government to delete, or even to diminish, the item of "Typhoon and Rainstorm Damage" in the 1927 Estimates.

DONGRODY.

NO FIR TREES IN LONDON SOON.

ONLY A FEW AND ALL DYING.

Where are London's fir trees?
A Daily Express representative asked himself this question on a recent morning as he lay in bed gazing out of his window at a solitary elm.

In spite of a long and thorough search, not a single fir tree was to be seen in any London square, nor yet in those back premises which call themselves gardens.

The Office of Works was then resorted to for information.

"Fir trees?" said an official, much after the manner of a man who might remark "What are fir trees?" "Why, I don't think we have any in the royal parks. No, I am sure we have not," he added decisively, "but possibly the London County Council, who control most of the parks, could give you more exact information."

It took a long time to extract information from the London County Council. "Fir trees? Why, we must have some somewhere," said an official. "Let me see now—"

Reference books were produced from the cellars of the County Hall. "None here," said the official, glancing at the record of Battersea Park. "None here," he remarked, scanning dimly the records of Finsbury Park. Whereupon three members of his staff left their seats to grapple with the problem.

"Ah," shouted one, exuberantly, "there are fir in Bostall Wood, Green—"
(Continued at foot of next column.)

MARRIAGE AGE PUZZLE.

BRITISH HOME SECRETARY'S DOUBTS.

The problem of the legal age for marriage in Great Britain is causing some perplexity to the Home Secretary. In Parliament recently Sir W. Joynson Hicks, when asked whether he proposed to introduce legislation to raise the legal age of marriage, said that the question which was a very difficult one, was under consideration, and he was not yet in a position to make a statement.

The more he dived into the ancient marriage laws of this country, the more difficult the subject appeared to be and he was not at all sure it would not turn out that the legal age of marriage was two. (Laughter.)

Mr. D. Grenfell: Is this not a proper question for the Committee on Juvenile Delinquency? (Laughter.)

(The law at present appears to be that girls may marry at 12 and boys at 14. A recent report of the Registrar-General recorded the marriage of a girl of 13, three of girls of 14, and 30 of girls of 15 in the course of a year.)

"And on Hampstead Heath," exclaimed another.

"And those are all," said a third.

"But they are all dying, and there seems little probability that fir trees will be planted in future," said the official in charge.

HOW TALK BECOMES EXPENSIVE.

LORD DEWAR'S EPIGRAMS.

WOMEN AND BARGAINS.

"Talk is cheap until it gets to love letters," said Lord Dewar in an epigrammatic speech at a dinner given by him to the members of the South African bowling team, who have been touring England.

Here are some others of Lord Dewar's witty commentaries on the world:—

In the past we used to look to the future; to-day we look to the tax collector. To them that hath, cometh the revenue officer.

Most men do not wake up to find themselves famous, they usually dream they are famous, then wake up.

TIME-WASTING.
Scotsmen waste three years of their lives telling stories against themselves. Englishmen waste three years of their lives listening to Jews and Scotsmen telling tales against themselves.

All women like bargains, but they will never have it suggested that they are wearing a bargain.

Judge not a man by his clothes, but by his wife's clothes.

Life is made up of trials with an occasional conviction.

Avoid the pessimist—his wheel of fortune invariably suffers from a punctured tyre.

If women refused to marry pessimists that would solve the housing problem.

HELEN WILLS.

THE GIRL AND THE PLAYER.

[BY FRANK POKON.]

Miss Helen Wills has one thing in common with Mlle. Lenglen, her great rival; both of them were "caught young." At the age of fifteen Helen Wills won the Championship of the Pacific Coast; Mlle. Lenglen won the Championship of Picardy at the age of fourteen.

That early achievement of fame is about the only thing that the two best players of their sex in the world have in common; in all else—in appearance, in mannerisms and in style of play—they are diametrically opposite.

When they came on the court at Cannes a few months ago to play that memorable match which set two continents talking, an American woman sitting near to me said: "They remind me of Carmen and the Quaker Girl," and the comparison was very apt. Suzanne Lenglen, dark, eager, vital; Helen Wills, fair, placid, demure.

HER TEMPERAMENT.

From a temperamental point of view, Helen Wills is splendidly equipped for a game which is specially trying to the nerves. A bad line decision against her would never affect her play in the slightest degree; she would hardly notice it, in fact, so tranquil is her quiet concentration on the actual game. Unruffled, serene and efficient, she just carries on, no matter what the state of the score, and to that fact must be ascribed a good deal of her success.

She belongs to a category of games players who are always "bad to beat," the category which includes players who are modest and yet confident in their own powers. For Helen Wills certainly has that confidence, and she is incapable of those sudden lapses which come to players who are too highly strung; she never commits the folly of under-rating an opponent, but she never commits the equal folly of over-rating them. She just produces her best, no matter what is the nature of the opposition.

Helen Wills is popular wherever she goes, and that fact is easy to understand, for her personality radiates the charm of an unaffected simplicity. She never gets in the least excited about her lawn tennis triumphs, and off the court she prefers to talk about art, music, or good books rather than about the game in which she, at the age of twenty, has achieved so much.

HER TENNIS.

Perhaps severity is the best word to use in describing her lawn tennis. She hits, particularly on the forehand, with tremendous force; in the whole history of women's lawn tennis I doubt if there has been a more powerful player. Her service is powerful and well-placed, and when she volleys she does so with a crisp finality. It would be difficult to point to any phase of her game which is really weak, for as she has developed her lawn tennis she has carefully concentrated on those strokes which were less good than others.

The result is that to-day Helen Wills has become second only to Suzanne Lenglen, and there are a great many excellent judges of the game who are fully convinced that the Lenglen "era" will soon be ended, and that the new Queen of lawn tennis will be this pretty, charming girl from California who has yet to reach her twenty-first birthday.

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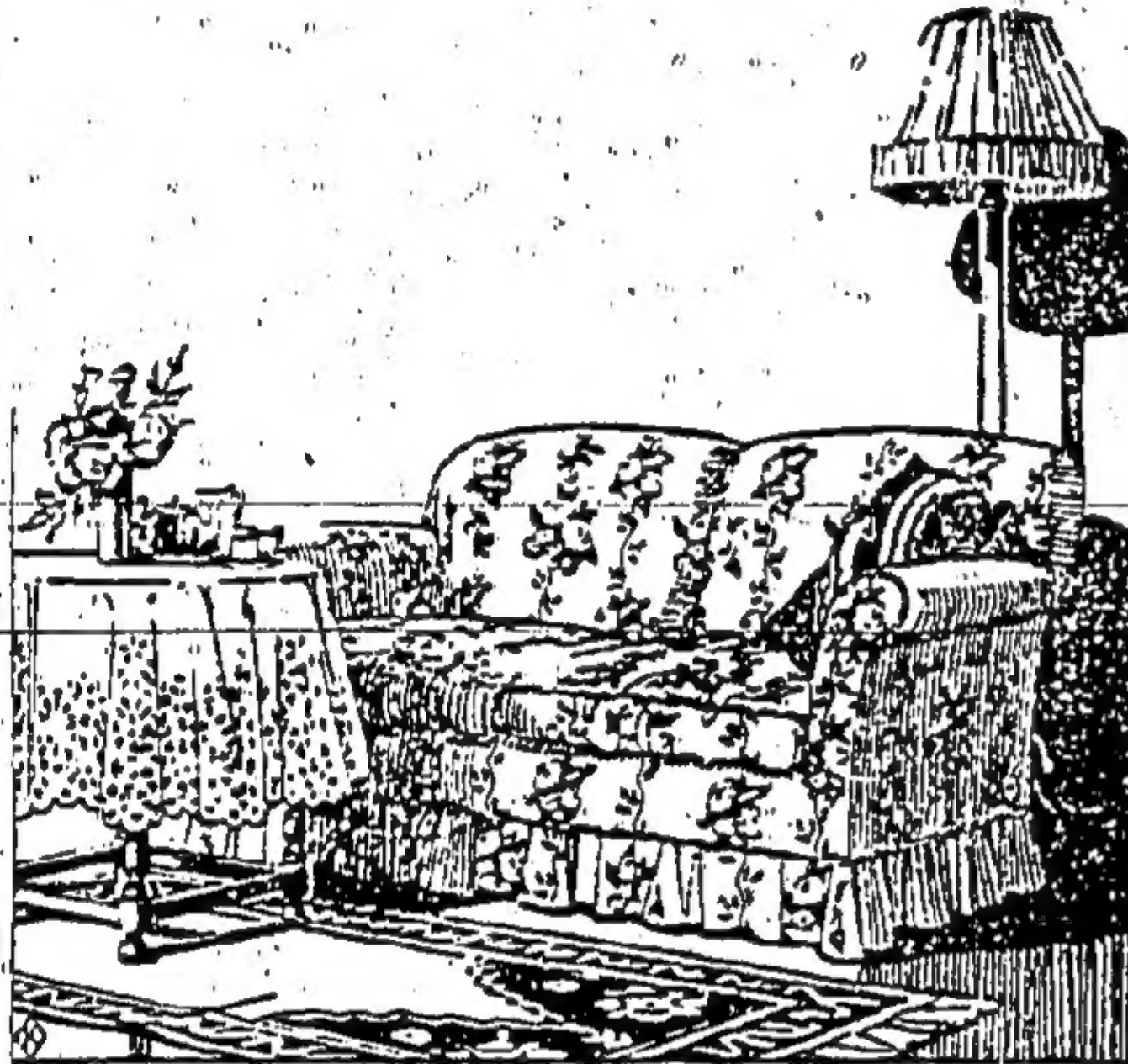
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THE RASPUTIN OF INDORE.

SINISTER MYSTERY MAN

THRONES TOTTERING.

The mighty thrones of India are tottering.

Princes and rulers who controlled the destinies of millions are being swept away into the oblivion of private life. Age-old dynasties are crumbling; proud names and fair reputations are falling into disrepute; scandal and intrigue are undermining the ruling caste like dry rot.

Since 1924 no fewer than nine mighty rulers have either vacated their thrones voluntarily, been involved in internal troubles, been concerned in some unsavoury scandal which has trailed their names in the dust, or been driven into exile. And there are rumours of further sensational developments.

RASPUTIN OF INDORE.

Despite their vast wealth and enormous possessions few Indian princes are really happy in their rule. Behind the glitter and pomp of their lives as often as not is a web of intrigue and a host of fanatical and revolutionary influences.

The power of the mighty princes is undoubtedly on the wane. Even those with the widest sway cannot view the present trend of events without alarm.

The appearance of a sinister mystery man who has been termed the Rasputin of Indore—a religious fanatic who has played a part in more than one intrigue which has resulted in international complications—is believed to have some connection with recent sensational disclosures.

In one case—that of the abdication of the Maharajah of Indore following upon the ghastly tragedy at Malabar Hill when an attempt was made to abduct the beautiful dancing girl Mumtaz Begum—the mystery man is known to have played a sinister part.

NINE RULERS.

There is also a suggestion that he may have had something to do with the ruin and the troubles of other princes. He is known to have been busy in the State of the Maharajah of Nabha shortly before that ruler was removed by the British authorities. And he was at work fomenting trouble and dissension in another State which is now passing through an anxious time.

The nine rulers who have been involved in difficulties of various kinds are as follows:—

The Maharajah of Indore—abdicated. The Guekwar of Baroda—involved in internal troubles and at present domiciled in France.

The Begum of Bhopal—abdicated, in favour of her son.

"Mr. A." the Maharajah of Kashmir—involved in the notorious Robinson case.

The Maharajah of Alwar—involved in internal troubles.

The Mir of Khairpur—involved in trouble resulting from his alleged extravagance.

The Maharajah of Jodhpur—faced with a serious crisis in his State.

The Nizam of Hyderabad—involved in trouble with the Government of India.

The Maharajah of Nabha—removed from his throne by the British Government.

FORTUNE OF £10,000,000.

Lack of gold to the Indian Princes would be as inconceivable as thirst to a man at Niagara. Sir Hari Singh had rows of exquisite pearls as big as pigeons' eggs, head ornaments like bandeaux set with square-shaped diamonds as big as florins, and hung over the ears with Cabochon emeralds.

Even the most modest estimate credits him with a fortune of £10,000,000, and at a State reception recently he was reputed to be wearing jewels worth £3,000,000. Gold chairs and jewelled canopies were brought over by the Maharajah of Jodhpur and Bikanir when they came on a visit to England; and before he abdicated the Maharajah of Indore lived a life recalling the golden prime of Haroun-Al-Raschid. His glorious palace of Indore alone cost six million rupees to build.

Yet some of these gorgeous thrones are tottering, and their magnificent rulers are being swept into exile.

The latest ruler to vacate a throne is the Begum of Bhopal, who announced her abdication in favour of her son Hamidullah Khan, who has been officially recognised as her successor by the Government.

REGUM'S FIGHT.

Behind the Begum's action is a romance of her determined fight to secure her son's future. She came to London recently to attempt to bring about a legal settlement of the question of succession to the throne to which her grandson was heir.

The Begum, however, desired her only surviving son to succeed her, and entered into negotiations with the British Government to attain this end. Her determination won her the battle, and the moment the Government agreed to her proposal, she announced her abdication and returned to India.

In the case of some of the other rulers, however, their downfall was brought about by their own folly and weakness. The rot started when the Maharajah Sir Ripudaman Singh of Nabha became involved in a dispute with his neighbouring chief, the Maharajah of Patiala. Suspected of lending active support to the Black Sikh movement, which had been stirring up trouble in various states, the Maharajah, in the words of Lord Reading, "ceased for all time to rule Nabha."

Armed British troops were dispatched to his capital, and, under the escort of an officer, he was taken across the border to the hill station of Dehra Dun, where he remains in exile.

(Continued on next column.)

STEEPLE STATUE TO BE MENDED.

KING GEORGE I. ON THE TOP OF A CHURCH.

200 FEET UP.

Repair work was started recently on a statue two hundred feet above the ground, on the top of the steeple of St. George's, Bloomsbury, which is stated to be the only church in England with a statue in such a position.

The work is being done by Mr. W. Larkins, the steeplejack, who has repaired the Nelson Column and Big Ben.

The statue has been in its position 200 years, although the church was not consecrated until 1731. It is made of stone, and represents King George I. in a Roman toga.

Owing to the action of the London atmosphere the toes and nearly all the face have disappeared. A large part of the sceptre or staff which the King holds is decayed.

The steeple is a copy of a mausoleum erected at Halicarnassus to Mausolus, King of Caria, by his wife, Artemisia, in 353 B.C.

CLYDE YACHT MYSTERY.

MAN AND TWO WOMEN FOUND DROWNED.

Three persons—a man and two women—lost their lives on the Clyde in an accident to a yacht which was brought to light by the discovery of three bodies at Greenock.

A watchman in the Harland and Wolff shipyard at Greenock early in the morning saw two bodies floating in the water below a vessel on the stocks. A search revealed a third body in the water on the other side of the vessel. Close by were found the broken mast of a yacht and a hatch cover. Investigation showed that a yacht was missing from its moorings in the East India Harbour, and it was assumed that the yacht had been taken with a view to sailing across the Firth to Helensburgh.

The two women, who are strangers to the district and have not yet been identified, were reported to have made inquiries as to whether they could get a boat to take them across to Helensburgh. The drowned man was identified as James Coyle, from St. Lawrence street, Greenock. Later it was learned that Joseph Wallace, aged 61, of Nicholson street, Greenock, who left his house saying he was going for a sail, was missing, and it is feared that he also was one of the party who met their deaths.

A sunken yacht was located near the shipyard, and an unsuccessful attempt was made to raise it by grappling tongs from a smack.

"MR. A."

Then the notorious Robinson case brought into the limelight the name of "Mr. A." the young nephew of the Maharajah of Kashmir, the most influential frontier state in North-Western India.

The disclosure of Sir Hari Singh's name drove the Prince into exile, and he only returned to Kashmir to be present at the deathbed of his uncle. For a time the question of his succession to the throne hung in the balance, but eventually his part in the case was overlooked, and he was made ruler.

Early in 1925 there occurred the sensational crime of jealousy and revenge, when Mumtaz Begum, the favourite dancing girl of the Maharajah of Indore, was shot at, and Mr. Abdul Kadir Bawla, her wealthy friend, was killed in an attempt to save her from kidnappers.

The Maharajah was credited with a determination to recover possession of his favourite at all costs, and it was alleged that he had instructed some of his most trusted courtiers to carry out his wishes. The plot failed until Mumtaz had passed through all the native states, and had arrived in Bombay with her lover.

MUMTAZ BEGUM.

The attack was made when the couple were driving along Malabar Hill in their motor-car. Masked men blocked the way, and shots rang out. Bawla attempted to beat the attackers off, but was immediately shot dead. Another minute and the plot would have succeeded, but at the very moment the kidnappers were lifting the struggling girl from the car a party of British officers dashed up, and put them to flight.

A number of State officials were arrested and executed, and subsequently the Maharajah was given the choice of appearing before a tribunal of his peers, or abdicating.

When he first heard of the beauty and charms of Mumtaz Begum, the Maharajah stood up, and looking at one of his Ministers, he said: "I want Mumtaz here within a week." He never attended to any affairs of State until the girl had been presented to him.

To-day this monarch, who gave his dancing-girls gifts worth £50,000 as lightly as an ordinary man would give a cigarette, spends his time in a lonely bungalow in Switzerland, with only a small staff of personal servants and a few intimate friends for company.

The Nizam of Hyderabad, India's premier ruler, is another prince whose affairs are not running very smoothly.

The Nizam insists on maintaining his position as equal to that of the Government of India, and "is not prepared at any price to admit the right to intervene in the internal affairs of Hyderabad." He has informed the Government of India of his resolve to adhere to his treaty rights, and to concede not an inch beyond them.

Rumour is also busy with the affairs of several other princes who are stated to be faced with crises of various kinds.—Sunday Chronicle.



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[A.P.B.]

[2517]

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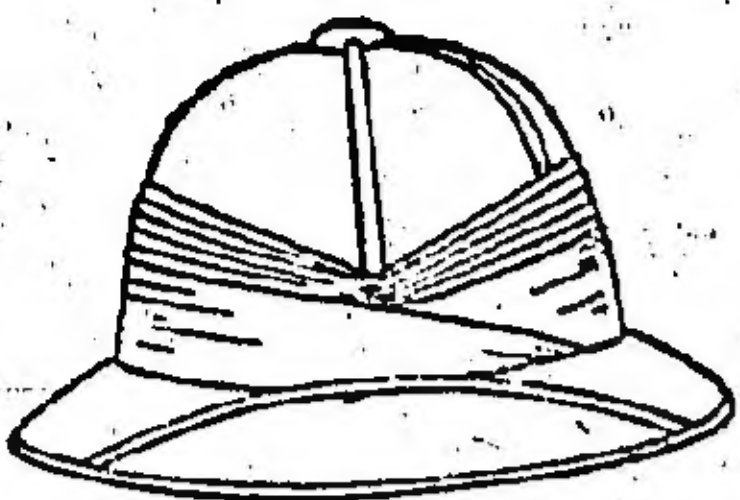
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A.P.B.

An Unprecedented Week.

Full Reports

IN

The Hongkong Weekly Press.

THE HONGKONG WEEKLY PRESS, PUBLISHED TO-DAY, GIVES A FULL AND CONNECTED ACCOUNT OF THE HAPPENINGS IN THE COLONY FROM SATURDAY LAST UNTIL YESTERDAY.

Deluge on Sunday Night.
Havoc on Monday.
Repair work on Tuesday and Wednesday.
A Second Typhoon on Thursday.

It has been a week unprecedented in the history of Hongkong.

The complete details are published in the WEEKLY. It is an issue of remarkable interest and one which hundreds of people will wish to keep for purposes of record.

All friends at Home will welcome copies. There has probably been no time to write letters this week. The WEEKLY will give the reason.

The Conference at Canton has, to some extent, been overlooked during the period of local excitement. The WEEKLY brings the Canton news up-to-date.

The report of the capture and release of the Police Patrol boat by Pickets on the Border is also included.

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DAMAGE DONE BY RAIN.

REQUIREMENTS BY THE P.W.D.

ROUGH ESTIMATE OF A MILLION DOLLARS.

SIX LAKHS WANTED FOR THIS YEAR.

Reference was made to the damage done by Sunday night's rain at the meeting of the Legislative Council Finance Committee yesterday afternoon.

After the various items appearing on the Agenda had been disposed of, the COLONIAL SECRETARY said: There is one other item I wish to bring up and that is the vote, or rather I would put it, the authority from the Committee to proceed with the work of restoring damage resulting from the rain on Sunday night. The formal vote will be put before you at the next Finance Committee when we shall have had time to get more accurate details, but in anticipation of your approval H.E. The Governor has authorised the Public Works Department to carry on and I wish to obtain the authority of the Committee for the work to be carried on to the extent to which the Public Works Department thinks it will require money this year. The figures tentatively put forward are:

Hongkong \$510,000
Kowloon and New Kowloon \$60,000
New Territories \$20,000

That makes a total of six lakhs, but I am afraid we shall not get off with that amount. That total only represents what the P.W.D. think they will want to carry on until December 31st. I have, not accurate estimates so I cannot give you exact details, but I think I am right in saying that roughly the estimate of the damage is a million dollars.

The DIRECTOR OF PUBLIC WORKS: That is so.

The CHAIRMAN: We cannot tie the Public Works Department down to a figure until they draw up their estimates and I want your authority for them to carry on with necessary work in the meantime.

This authority was given.

SUPPLEMENTARY VOTES FOR 1925.

The Colonial Secretary presided at the meeting of the Finance Committee and those present were: Hon. Sir Shou Son Chow, the Colonial Treasurer (Hon. Mr. C. McL. Messer), the Director of Public Works (Hon. Mr. H. T. Creasy), Hon. Mr. A. O. Lang, Hon. Mr. H. W. Bird and Hon. Mr. D. O. M. Bernard.

The Committee considered message No. 7 from H.E. The Governor containing items Nos. 225-228 to supplement the estimates of 1925 and items Nos. 122-128 to supplement the estimates of 1924.

The total required to supplement the 1925 estimates was \$5,282.

The CHAIRMAN: I hope these votes will be the last required on the 1925 estimates. They were agreed to.

Supplementary Votes for 1926.

The total amount passed to supplement the estimates of 1926 was \$149,585.

Item No. 129 was for Port Works Extraordinary, Hongkong, Reclamation of Quarry Bay Marine Lot No. 4—\$75,000.

Hon. Mr. Bird: Was there not a contract for this work?

The DIRECTOR OF PUBLIC WORKS: There was a contract but it was made in 1923 and the whole work has been considerably changed. This expenditure is involved in the exchange of land with Messrs. Butterfield & Swire. The plan shows what exchange was made. The Government took over a row of buildings to allow for the widening of the road and in return agreed to reclaim certain land and to put up a retaining wall to protect the reclamation. The work is still in progress. The original contract was a small one and the contractor failed in 1923. When the Netherlands Company came they took over the quarry from the original contractor and at the same time took over the contract for this work.

The CHAIRMAN: The total amount required for 1926 is \$135,000. You will be able to complete the work allotted to this year for that sum?

The DIRECTOR OF PUBLIC WORKS: There is no doubt about that. I shall not come to the Finance Committee again on this subject. A difficulty now, however, is that the recent rainstorm caused the Netherlands Company a good deal of damage. The wall is in process of construction and a very large discharge from the nullah got behind the wall and damaged it to some extent which they will have to make good.

COST OF DOG CATCHING.

Item No. 120 was for Police, increase in Coolie hire on account of dog catching, \$4,500. A sum of \$3,000 was provided in the 1925 estimates of which \$2,461.08 has been expended to date. Owing to the outbreak of rabies additional coolie hire raised the monthly expenditure to \$730 and \$745 in April and May respectively, and at this average the sum of \$4,500 was required to supplement the vote.

Hon. Mr. Bird: That seems a lot of money for dog catching.

The CHAIRMAN: It does seem a good deal of money, but the work required to be done.

Hon. Mr. Bernard: Have you any idea how many dogs you catch for this amount?

The CHAIRMAN: I have not, but there must be a record and I can find out.

Hon. Mr. Lang: It would be interesting to know how much it works out per head.

It was promised that the figures should be made known to the Committee.

(Continued on next column.)

GAS IN WARFARE.

SMALL PROPORTION OF DEATHS.

The following letter recently appeared in the London Daily Telegraph:

Sir,—Your correspondent signing himself "A Sentimentalist" states that "few medical officers engaged in the Somme battle of 1916 will endorse Captain Liddell Hart's eulogy of the use of gas in warfare," and adds: "If phosgene and the like are to be used, there is not a man who has seen the effects of both would not prefer the mangling of high explosives."

I presume that medical testimony, to be valid, need not be confined to those who served in 1916; the war lasted for another two years, and with every month gas was used in greatly increasing proportion, until for 1918 it averaged practically 50 per cent. as filling for shells, besides the great quantities discharged by projectors.

The report of the Surgeon-General of the United States Army for 1920 stated that 258,338 men of the United States Army were injured during the war, including 34,249 dead on the battlefield; 70,552 were admitted to hospital suffering from gas alone, of whom 1,321 died. Very few, probably under 200, died from gas on the battlefield, since concentrations, sufficient to kill within twelve hours were seldom obtained. The total deaths from gas were 2 per cent. of the gas casualties (contrasting with 3.35 per cent. in the British Forces and 3 per cent. in the German army). Of 187,586 American troops injured by bayonet, bullet, or H.E., 46,449 died—24.75 per cent. of the total. Of 2,797,693 British casualties from these causes 578,000 died—31.4 per cent. of the total. In other words, according to this medical testimony, a man disabled by gas instead of by bullet or shell had ten times as much chance of recovery in the British Army and twelve times as much in the American Army. (Our percentage is affected by our unreadiness to meet gas in 1915.) In addition, the report states that 9,318 United States soldiers permanently lost the use of limbs either by amputation or damage. "Gas caused none of these crippling or deforming effects."

Furthermore, before a Select Committee of the United States Senate in 1923, Dr. Francis, chief of the State Tuberculosis Clinic in Philadelphia from 1907 until he went to France as "consultant-in-gas" to the Fourth United States Army Corps, and chief of staff to the great gas hospital at Toul, stated under oath: "Of all methods of warfare gas is the least inhuman and the most effective." He flatly denied that gas caused tuberculosis as an after-effect, and said that, on the contrary, it would tend to prevent it and to assist the cure of those who were tuberculous when gassed. This unexpected result is corroborated by the Surgeon-General's report, which stated that the percentage of tuberculosis cases among men who had been gassed was 2.45 per 1,000. "Since the annual rate for tuberculosis among enlisted men serving in France in 1918 was 3.50, and in 1919 4.30 per 1,000, it would seem to be apparent that tuberculosis occurred less frequently among the soldiers who had been gassed than among those who had not been."

The British officials' medical report on the war stated: "There is happily every reason to think that only a very small percentage of gas casualties of the war will suffer any permanent disability."

"A Sentimentalist" may prefer the mangling of high explosives. Common humanity prefers a method which puts the highest possible number of enemies out of action with the minimum of permanent damage to them.—Yours,

F. BRITTON AUSTIN.

Sussex, June 9th.

GIVING ACCESS TO NEW BUILDINGS.

Item 131 was for Public Works Extraordinary, Communications, General works \$37,140. The money was required to give access to new buildings which are nearing completion and in some cases already completed.

The CHAIRMAN: This is in Kowloon, is it not?

The DIRECTOR OF PUBLIC WORKS: In Hongkong. A great deal of the money is a re-vote from last year and covers 42 small items, curbing and channeling, making footpaths and so on.

DAMAGE TO POLICE LAUNCH No. 4.

Item 137 was Harbour Office, Repairs to Launch, \$17,000. (In the tabular statement the figure was put at \$1,700 but this was a misprint.) The money was required to repair the damage done to the Police launch which went aground on June 2nd.

Hon. Mr. Bird: Has there been no enquiry into this stranding?

The CHAIRMAN: A full report was received from the G.S.P. and there does not appear to be any reason to attach any blame. Subsequently the Harbour Master held an enquiry and he is satisfied that no blame should be attached to the people navigating the launch.

GOOD WORK RECOGNISED.

Item No. 135 was for miscellaneous services, \$1,010. In rendering assistance to the stranded police launch the tug *Henry Keswick* was hired from the Hongkong & Whampoa Dock Company at a cost of \$500. Special services in connection with the saving of the launch were also rendered and in this connection the following honours were recommended:—Mr. S. B. Wittell (engineer), Messrs. W. S. Bailey & Co. \$400; Mr. Wong Chiu Pak (wireless operator) \$50; Mr. Mok Kam (launch engineer) \$30; Mr. Ip Kam (launch stoker) \$20.

The CHAIRMAN: Honorary for good work is a very good way of encouraging people to do good work in future.

All the items in the message were approved.

THE TYPHOON.

STRANDED VESSELS GET OFF.

CITY AND HARBOUR NOW NORMAL.

THE BLOW GOES INLAND AND FILLS UP.

With the passing of the danger of the typhoon—the second this season—the city and harbour has resumed its normal appearance.

Yesterday's scenes presented a distinct contrast to those of Thursday. In the City, business went on as before; while in all areas where debris was scattered from the earlier storm this week gangs of coolies were to be seen engaged in clearing away the mess. Especially was this noticeable at the junction of Des Voeux Road and Pedder Street, where there still remains a considerable quantity of silt. Also along Queen's Road, between the Naval Dockyard and Wellington Barracks, the heaped-up banks of mud on either side of the tram tracks are being carted away as speedily as possible. The damage done to Kennedy Road nullahs is also being steadily repaired, and the vast amount of debris in them taken out. Many of the side streets of Wanchai are still quite deep in mud.

In the harbour the contrast of the two days more is apparent. On Thursday morning there was not a native craft, motor-boat, or launch to be seen, and the stretch of water was desolate except for a dozen or so vessels moored to typhoon buoys. Yesterday the harbour was full of shipping, much of it consisting of delayed vessels due on Thursday, but unable to put in before late on Thursday evening or early the following morning. Towards the close of the day this number was added to. Many launches were plying to and from the various steamers, motor-boats could again be hired, and the ferries were in full swing. There was also the familiar daily sight, which one takes little notice of until it is absent, namely, the sampans and trading junks either moving about the harbour, or lying against the Praya wall. These craft appeared to be very busy yesterday, and delayed cargo was being discharged on to the Praya from them all day.

TYPHOON FILLING UP.

The Observatory report for yesterday stated that the typhoon is filling up to the North of Pakhoi (on the southern Kwangtung coast) and now appears as a depression over S.W. China. It went inland between Macao and the French port of Kwang Chow Wan. The lowest barometer reading at the Royal Observatory at 9 a.m. on Thursday was 29.263. At Gap Rock, which the typhoon only missed by a few miles, the lowest was 28.89 at 11 a.m. These figures are by no means a record. The lowest sea level, on this side of the harbour was 29.18. The highest wind velocity was 35 miles an hour, at 8.54 a.m. on Thursday. In the 1923 disaster, the wind gauge registered much over the 100 miles an hour mark. Force 10 (about 70 miles) an hour was returned from Gap Rock. The rainfall for the 24 hours ended at 10 a.m. yesterday was 1.90 inches, making the total since January 1st 85.49 inches, against an average of 47.95 inches. The weather forecast for to-day is:—S.E. winds, fresh to moderate, overcast, occasional rain.

A BUSY TIME.

The Post Office mail department experienced a very busy time yesterday, some of the inward and outward mails having been delayed from arriving and despatch in consequence of the typhoon. No fewer than five inward mails arrived, these being by the *Macedonia* (Home mail due on Thursday), the *President Wilson* (U.S.A., Honolulu, Japan and Shanghai mail due on Thursday), the *Kashmir* (Shanghai and Europe via Siberia), the *Tatma* (Straits mail), the *Szechuan* (Shanghai mail), and the *Ranpura* (Shanghai mail).

In addition, there was the despatch of mails to be attended to, among the outward mails being the *President Wilson* for Manila (sailed yesterday), the *Kashmir* for Straits (sailed yesterday), the *Macedonia* for Shanghai (sailing to-day), the *Hai Hong* for Amoy and Foochow (sailed yesterday), the *Carnarvonshire* for Straits (sailed yesterday), the *Hin Sang* for Sandakan, the *Lian* for Shanghai, the *Ming Sang* for Haiphong, the *Tatma* for Amoy and Japan (sailing to-morrow), the *Ranpura* for Home via Suez, and the *Taiiping* for Manila and Australia. The sailing of the *Taiiping*, due to go yesterday, was delayed until to-day, while the *Ranpura* and one or two of the last named steamers are not due out until this morning. However, all these mails had to be dealt with before closing time at the Post Office.

AT MACAO.

At Macao nothing extraordinary happened. All river shipping was tucked away snugly and there was no difficulty in weathering the storm. The faulty in weathering the storm of lowest reading on the barometer of Capt. Muir (master of the *Tung On*) was 29.31. A few squalls were felt in the inner harbour. The new reclamation and breakwater works in the outer harbour were not damaged. Similar conditions, it was learned on the arrival of the river steamer, prevailed at Canton, where the typhoon was not felt.

TOWED OFF.

It has been learned that the s.s. *Pawnee*, mentioned in yesterday's *Daily Press*, did not actually go ashore at Chuan Hui Island, near Cap Sui Mun, although she drifted very near to the shore. The *Kau Sing* visited her during the day, and finding there had been no injuries on board and that her help was not required left the scene and passed on a message to the Kowloon Dock salvage tug *Henry Keswick*. The *Henry Keswick* successfully refloated the *Pawnee* just when it was getting dark on Thursday. From what is learned she has not been seriously damaged. She is now at anchor behind Stonecutters, having been towed there by the tug.

"CONFUCIUS" OFF.

The Chinese steamer *Confucius* was also re-floated by the *Henry Keswick*. She had taken refuge from the typhoon threat in Kowloon Bay, but wind and tide proved too much and she grounded just off the China Light and Power Co.'s works at Hung Hom. She is now at anchor in Kowloon Bay and, as far as can be ascertained, has not suffered serious damage.

The *Ding On*, a small cargo steamer, formerly the Government dredger, is still ashore near the Kwong Tak Chong wharfed. She is not believed to be in any danger.

With regard to the *Confucius*, the *Kau Sing* went alongside during the day, but finding that it was not possible to do anything at that time, and that the steamer was in no immediate danger, the refloating of her was left to the *Henry Keswick*.

CAPSIZED.

It has been reported that a sampan, which probably could not reach shelter in time, was seen about 11.30 on Thursday morning, floating about half a mile from shore just off Pokfulam. She was capsized, and bottom up, two men were clinging to the dorelet, and it is feared they were drowned. No report has come to hand regarding the sampan which foundered shortly before one o'clock.

THE "KAU SING."

The Government's new Harbour and Rescue Tug, *Kau Sing*, it is interesting to note, was on duty from Wednesday night until 9.30 on Thursday night, with Mr. C. J. Thompson (Senior Boarding Officer) in command. By nine o'clock on Wednesday night all native craft were at typhoon shelters and the harbour was clear with the exception of ships at typhoon buoys. On Thursday morning, the *Kau Sing* remained at anchor behind Stonecutters until the worst of the gale had blown over, but later in the morning had commenced patrolling the harbour. She, as stated, visited the two stranded steamers during the day, to see if assistance was required. The report that the *Kau Sing* was dragging both anchors and steaming full speed ahead is not correct. As a matter of fact she had both anchors down and was steaming slowly only occasionally. When she left her anchorage it was due to the fact that the *Fulcrum* had got her cables entangled at her typhoon moorings and got across the path of the *Kau Sing* a number of times. It was, therefore, deemed wisest to get away from this vessels' vicinity.

Two other steamers also dragged their anchors, but proceeded to fresh moorings.

The *Kau Sing* patrolled the harbour until nine o'clock in the evening, and when the "all clear" signal was reported to the Harbour Master (Lieut. Commander G. F. Hole, R.N.), she was berthed at Kowloon and the officers and crew finished their twenty-four hours vigil. It might be added that during the time they were on duty, there was little more than a couple of hours sleep at the outside, at any rate for Mr. Thompson. Everyone got soaked before they were free, and they experienced some very rough sailing in the choppy sea.

RIVER STEAMERS.

River shipping resumed yesterday morning after 24 hours' enforced idleness. The *Lungshan* left for Canton, the *Tai-shan* and *Sai On* for Macao; the *Fatshan* came down from Canton in the afternoon and the *Tung On*, *Kinshan* and *Chuen Chow* crossed from Macao.

EXPERIENCES AT SEA.

Reports made to the Harbour Office yesterday by masters of incoming vessels show that most of them had received severe buffeting as the result of the typhoon. The *Hydrangea*, which came into port on Thursday afternoon from Kwang Chow Wan, met with heavy seas between the Ladrone and Lamma Islands. Between seven and nine o'clock, the barometer dropped to 29.29, but the weather experienced was not so bad as was feared. High seas swept the decks until the vessel reached Hongkong.

The s.s. *Carnarvonshire*, from Shanghai; the s.s. *Luke Nielson* from Manila, Cuba; the *Macedonia*, from Singapore, and the s.s. *Kwai-chow* from the South, all report mountainous seas and rain squalls in the typhoon area.

Curiously enough, the *Glennier* from Singapore appears to have missed it, though she could not have been far behind. Her master stated that the weather was good.

PEAK TRAMS.

The Peak Trams stopped running at 7.15 last night, owing to the lack of water required for the engine room. It is hoped that a normal service will be possible to-day; at any rate, during the early hours.

STATEMENT OF CANTON'S CASE.

THE CAUSE OF THE BOYCOTT.

EVENTS OF JUNE 23rd REVIEWED.

SIR J. JAMIESON'S LETTER AND HONGKONG'S POLICY.

The following is the text of the statement of the Chinese case presented by the Chinese Delegation at the second sitting of the Canton Conference on Friday, July 16th. This official report, which is issued through Reuter's Agency, follows upon the lines forecasted in the *Daily Press*. It was requested that the British delegates should reply to this general statement before matters of detail were discussed. The reply was made on Monday and although no official communiqué has yet been issued regarding it that reply presumably was accepted as satisfactory. Otherwise it would seem that the Conference could not have continued and as a matter of fact, it is still proceeding, according to general report, satisfactorily.

In accordance with what are doubtless the wishes of the British delegation, we propose to begin consideration of the anti-British trouble in the Liang-Kuang by first concentrating attention on the aspect of it which has found expression in the anti-British boycott.

What is this boycott? Ignoring mere details or purely accidental features, it consists essentially in Chinese workers in our territory refusing to buy or deal in British goods, or to sell goods to the British. It is admitted that the boycott is an organised patriotic movement which has been sustained by the Chinese people in South China for more than a year.

THE CAUSE OF THE BOYCOTT.

If the anti-British boycott is to be settled and not simply suppressed by force and so transform into an enduring element in Chinese-British relations throughout China, it is necessary to find out, at least, its direct and immediate cause. In homely phrase, a malady is cured by treating its cause.

The anti-British boycott in its typical form began immediately after the events of June 23rd, 1925, off the Shameen. And none with a sense of causation can possibly doubt that the boycott was the direct and immediate outcome of the killing and maiming of Chinese students and others on that fateful day. If, therefore, the anti-British boycott is to be terminated by a *Negotiated Settlement*, we must first deal with the transactions of June 23rd, 1925.

JUNE 23rd, 1925.

Broadly speaking, the material facts of the case are not in real dispute save one, namely whether the British or the Chinese fired the first shot. But even this point became of secondary importance when the entire incident is examined from the standpoint of judicial responsibility. Such an examination leads us first to a brief review of what may be called the casual background out of which sprang the tragedy of June 23rd.

It is an historical fact that the Chinese people as a whole were powerfully stirred by Sergeant Everson's order to his men "to shoot to kill" the Chinese students and others who demonstrated at Shanghai on May 30th, 1925. In China, as elsewhere, school boys and girls of to-day are the rulers and workers of to-morrow, and a nation is necessarily interested in its student class. There is also a special reason why the Chinese people are interested in their students. A nation that is not dying must have articulate groups and for reasons inherent in the present period of transition through which China is passing, this mark and quality of vitality in a nation is possessed by the Chinese student class. If China is to live her students must continue to voice the new economic-political needs of the Transition until a new equilibrium is established between the Chinese people and the changed environment in which they find themselves after three-quarters of a century of commercial, diplomatic and social intercourse with foreigners.

THE STUDENT CLASS.

This view of the Chinese student class explains the range and depth of the repercussion of May 30th on the nation. Along the great line of the Yangtze—at Hankow, Kinkiang, Nanking—and in the North, notably in Peking, significant manifestations of national feeling and a new consciousness occurred. Even to-day, more than a year after the event, the conception of Sergeant Everson's action on May 30th as a massacre persists in the Chinese Nationalist mind. And the sense of wrong engendered is all the greater now that the bloodless handling of a far more dangerous crowd at Shanghai on the first anniversary of May 30th proves that Everson's action was wholly unnecessary as an application of the doctrine of the preventive massacre, i.e., the prevention of the bigger massacre by the mob, which

Lieut. Colonel Hilton-Johnson and other British witnesses at the Shanghai Judicial Enquiry swore would have taken place had Everson not ordered firing into an unarmed crowd of students and others.

Owing to fighting in Canton which enabled the Government to destroy sundry rebel elements and to unify the province, the repercussion of May 30th was not fully felt here before the middle of June, when the real significance and gravity of the occurrence began to be understood. In Peking and elsewhere there was already a realization that an event had taken place which was of the order of acts that create epochs in history. As Canton is the greatest Nationalist centre in the country, it is not strange that May 30th should be envisaged from an uncompromisingly Nationalist standpoint and seen to be a decisive expression of the struggle between the body of economic and political needs and ideas known as Chinese Nationalism, whose chief motive is the achievement of real Chinese independence, and the opposing system of ideas and forces which, deriving their sanction from the long series of treaties dating from the transaction of Nanking in 1842, is known as Foreign Imperialism.

This interpretation of May 30th would naturally find expression here in the form of patriotic demonstrations and other popular manifestations. And it was the driving necessity to express the Nationalist mind and feeling on a profoundly poignant act of tragedy that Canton organized the memorable demonstration of June 23rd. It is indisputable that the procession, which was the central feature of the demonstration, consisted largely of students and school children and was entirely unarmed save as to the Whampoa cadet section who were in ordinary parade attire.

SHAMEEN IMPREGNABLE.

The question as to which side fired the first shot is not a capital issue in view of the actual circumstances of the case and the grim results of the shooting. Neyer in its history had Shameen been so completely and perfectly protected. Separated by its wide canal and sandbagged, barbed-wired, equipped and garrisoned by forces armed to the teeth and supported and covered by the great guns of the foreign warships in the harbour, Shameen was impregnable and absolutely safe even on the incredible assumption that there were any real Chinese intention to capture it. There was no such intention and there could have been none, and the results of the shooting proved it. The British suffered hardly any casualties, but 50 dead and more than 100 wounded Chinese demonstrated afresh the meaning of a struggle between a fortress and a crowd. All the relevant facts of the case support the view that even if the Shameen firing were done in the first instance in so-called self-defence (which is categorically denied). It was excessive and therefore legally unjustified. That Shameen was, on June 23rd, 1925, in the mood and temper to act violently and excessively appears from the widely advertised letter written by the then British Consul-General on June 22nd but actually received by Mr. Wu Chiao Chu, former Minister for Foreign Affairs, about the hour of the actual shooting on June 23rd. It was sent through the post, not delivered by messenger.

THE BRITISH CONSUL'S LETTER.

After referring to a fantastic story of certain students who had cast lots for the privilege of "posing as martyrs" (which he himself had to suggest "might be the argument of a fertile imagination"), the British Consul-General went on to declare that "if, on the other hand, it have any solid foundation in fact and should action of the kind be contemplated and take place, I have the honour solemnly to warn the Government of

Kwangtung through you as their Foreign Secretary that any attempt to penetrate on the Foreign Concession at Shameen will be resisted by force of arms, and that for the consequence the Government will be held individually and collectively responsible." And he added that "due precautions are, however, being taken to guard against acts of mob violence, such as have occurred at Chinkiang, Kinkiang, and Hankow, and should unfortunately they occur here, the blood of those who call upon crowd psychology to commit deeds of violence will be on their own head." It is plain that this is the language of one who, having envisaged the possibility, if not the certainty, of shedding the blood of Chinese on June 23rd, 1925, would hardly be able to restrain armed and inflamed men under his orders from doing some bloodletting on the occasion. In other words we read the letter as a frank avowal of the British Consul-General's intention to do what Everson had already done at Shanghai or (we say this in a purely historical sense) General Dyer at Amritsar, i.e., action based on the doctrine of the preventive massacre which specialists of strong and drastic action are wont to advise as a magical operation with "Oriental" crowds.

THE BLOCKADE OF CANTON.

While there can be no doubt that June 23rd is the direct and immediate cause of the anti-British boycott (and of the intensification and extension of the Hongkong strike), it is certain that the practical blockade which the Government of Hongkong instituted against Canton and the rest of the province was a powerful pre-disposing and, later, continuing factor in the maintenance and enforcement of the anti-British boycott. The Hongkong Governor in Council, it will be recalled, prohibited the exportation of "rice, flour, tinned or preserved foodstuffs, gold and silver coin in amounts exceeding five dollars and gold and silver bullion and bank notes of every description in amounts exceeding five dollars." This prohibition became known in Canton within a few hours of the tragedy of June 23rd, and whatever may have been its actual purpose and aim—it was then interpreted and continued so to be interpreted as a financial and economic blockade of Canton and the rest of the province which had hitherto depended on Hongkong for supplies of rice and other foodstuffs.

In a sense, it may be said that this Hongkong severance of economic relations with Canton suggested the precise form in which patriotic retaliation for June 23rd should express itself. And if the anti-British boycott did not soon follow the course of other apparently similar manifestations of popular feeling in the past, one of the main reasons was that the movement came immediately to be envisaged as a means of effective defence against what Chinese Nationalists were led to understand as a British attempt, based on Hongkong, to starve and crush Canton as the centre of Nationalist doctrine and activity.

But there is a more concrete reason why the anti-British boycott has been so long sustained. It is on record that my Government made repeated attempts to have the question of June 23rd settled. And in reply to one of these attempts, the then British Consul-General stated that his Government could not entertain the demands formulated for a settlement of the question. These demands were conceived and formulated in the unusual circumstances immediately following the shooting of June 23rd, and they included terms which my Government, actuated by a sincere desire to arrive at a satisfactory settlement, is prepared to review in order that nothing incompatible with the real dignity and interest of Great Britain as a trading Power in China shall continue to obstruct the path of settlement. Before communicating these new terms of settlement, we wish to have the views of the British delegation on this presentation and definition of the anti-British boycott issue.

PROPERTY SALE.

At the China Auction Rooms, yesterday afternoon, an excellent price was realised for leasehold property, known as No. 6, New Praya, Kennedy Town, and situated upon the remaining portion of Section B of Marine Lot No. 245, which was sold by Mr. E. V. M. R. de Souza, by order of the mortgagee. There was an advance of no less than \$23,000 on the upset price, which was \$20,000. Bedding progressed by stages of \$500, and when the figure of \$73,000 was reached, Mr. Fok Pak Yiu became the purchaser. The property has an area of 7,809 square feet or thereabouts, and the annual Crown rent is \$37.47.

THE CONFERENCE AND LABOUR.

CHIANG KAI SHEK REPEATS HIS ORDERS.

STRICT INSTRUCTIONS TO THE POLICE.

DEPARTURE FOR SHUIKWAN.

[FROM OUR CHINESE CORRESPONDENT.]

Before General Chiang Kai Shek completed his arrangements for a tour of the Shuikwun and other North River districts in Kwangtung yesterday, he renewed an order instructing the Canton Chief of Police to prevent any interference by labour unions with the Canton-Hongkong conference now in progress for the settlement of the boycott.

Reports from sources outside of the Kuomintang state that some misunderstandings have arisen between the commanders now in Shuikwun preparing for departure for Hunan, and that the presence of General Chiang Kai Shek there is necessary to remove dissatisfaction over questions of precedence and power.

General Chiang Kai Shek, accompanied by a large staff, was to have left yesterday for Shuikwun, but it is not believed that he will proceed to the Hunan front immediately. He has made no arrangements for an acting chairman of the Military Council of the Kuomintang of which he is the head. If he proposed to be away from Canton for any considerable length of time, he would undoubtedly have appointed a substitute for this important post.

A trip to Shuikwun and return to Canton may be made within 14 hours, if necessary. Ordinarily there is only one train to and from Shuikwun daily.

It is necessary to take silver to Hunan for the Northern Expedition and for this purpose aid from the native banks is required. As a consequence the Canton money market, inactive for some time, is now returning to its normal aspect. Besides sending silver to Hunan, the Canton banks are also providing \$8,000,000 or more in specie for the silk centres near the city where payment for cocoons is usually made in cash.

Apart from the loan of \$500,000 from the General Chamber of Commerce the other day, General Chiang Kai Shek has now asked General Li Fuh Lin, officer commanding the 5th Army with headquarters at Honan, to raise \$200,000.

LABOUR UNIONS' CONFLICT.

A conflict between the two dominant sections of the "workers" in Canton is still feared notwithstanding the precautions taken by the Police to prevent it. Mr. Chan Sum, whose arrest was the immediate cause of the trouble, has issued a statement urging that the dispute be left to the Kuomintang authorities and deploring any attempt on the part of his comrades in the Central Labour Union to take the law into their own hands. The Central Labour Union, it is said, have already made provision for the payment of \$500 to \$2,000 to each worker wounded in struggles on behalf of the Union.

THE CONNAUGHT ROAD MURDER.

FURTHER EVIDENCE YESTERDAY.

The case in which a former office "boy" of the China Commercial Company, admits killing a fellow employee, a mailing clerk, in a rear cubicle of the first floor of the B.A.T. Building, Connaught Road Central, where the China Commercial Company have their offices, was continued at the Central Magistracy yesterday afternoon, before Major C. Willson, when the man appeared in further answer to the charge of murder preferred against him.

The opening of the case was reported in yesterday's *Daily Press*, and the evidence given yesterday afternoon bore out the outline of the case given by Mr. T. M. Hazlerigg (Assistant Crown Solicitor) the previous afternoon.

It was stated that blood was found on clothing discovered on top of a cupboard, the clothing being that usually worn by the prisoner as night attire. A wash basin also gave evidence to the effect that she brought back some clothes from the wash, which was missed when a search was made, and part of which was subsequently found at a pawnshop, and more on the person and in the possession of prisoner when he was arrested in Macao. After hearing other witnesses, Major Willson adjourned the case for further hearing on Tuesday afternoon.

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AT

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ASK FOR
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Only well-matured Virginian tobacco used. On sale at all tobacconists.

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NEW ADVERTISEMENTS.

NOTICE OF REMOVAL.

FROM the 20th JULY, 1926, Our New Address will be
PRINCE'S BUILDINGS,
 1, Des Voeux Road Central
 (Formerly occupied by the Russo-Asiatic Bank).
THE YOKOHAMA SPECIE BANK, LIMITED,
 C. ARIMA,
 Manager.

[3804]

NOTICE OF REMOVAL.

WE HAVE THIS DAY REMOVED Our Office to the 4th Floor of the FRENCH BANK BUILDING.
CREDIT FONCIER D'EXTREME-ORIENT.
 Hongkong, 22nd July, 1926. [3808]

NOTICE.

THE S.S. "CALULU" will be Despatched for
MANILA, ILOILO, SANDAKAN, BALIKPAPAN, RABAU, SYDNEY, MELBOURNE & ADELAIDE,
 on or about 27th AUGUST.
 For Freight, Passages and further Particulars Apply to—

DODWELL & CO., LTD.,
 Agents,
 AUSTRAL-CHINA NAVIGATION CO., LTD.
 [3809]

NOTICE.

HONGKONG WATERWORKS.
 IT IS HEREBY NOTIFIED that, Owing to DAMAGE caused to the WATERWORKS, the Public are Recommended to BOIL ALL WATER Used for Potable Purposes until Further Notice.
HAROLD T. CREASY,
 Water Authority.
 Public Works Department,
 Hongkong, 21st July, 1926. [3801]

HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND OF TWO DOLLARS Per Share for the Six Months ending 30th JUNE, 1926, will be Payable on THURSDAY, AUGUST 5th, on which Date Dividend Warrants may be obtained on application at the Company's Office, 11, QUEEN'S ROAD CENTRAL.
 The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 23rd JULY to WEDNESDAY, the 4th AUGUST (both days inclusive), during which period No Transfer of Shares can be registered.
 By Order of the Board of Directors,
H. A. RODGERS,
 Acting Secretary,
 Hongkong, 14th July 1926. [3780]

FOR RENT—16, ASHLEY ROAD, Kowloon, Central, near Star Theatre. Six Rooms, Verandah, Two Open Air Roofs, Small Yard; Immediate Tenancy. HONGKONG SMALL INVESTORS SHARE & REAL ESTATE CO. TEL. 4630. [132]

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 ART & CURIO EXPERTS.
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ST. GEORGE'S BUILDING,
 CHATER ROAD, 2ND FLOOR—LEFT—
 All are Cordially Invited to View our FINE COLLECTION. [419]

FOR TENANCY.—"ANCHORAGE," No. 9, MAGARENE GAP ROAD—\$275. Furnished. "HOUSE" near GENEALY HOTEL, Nine Rooms—\$400. "DEBBINGTON," Nine Rooms—Two Tennis Courts—\$450 plus Taxes. Ground Floor FLATS, CAMERON ROAD, near KINGSCLER—\$115. Houses & Flats—also Required. HONGKONG—Small Investors Share & Real Estate Co. Tel. 4630. [131]

FOLKESTONE.—Best Position. Comfortable Furnished Third Floor FLAT (No. 11b) TO LET NOVEMBER TO MARCH—Three Bedrooms, Two Sitting Rooms, Bath Room, Kitchen, etc. 34 Guinea Per Week. Trustworthy Maid (Good Plain Cook) Can be Left if Required. Write Box 3722, c/o Hongkong Daily Press office. [3722]

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SHOP ON MAIN STREET Central District and OFFICES in Kowloon, QUEEN'S BUILDINGS and 127 HOUSE STREET. Apply HONGKONG LAND INVESTMENT & AGENCY CO., LTD., 11, Queen's Road Central. [3796]

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BIRTH.
 Dr. Luz.—On July 13th, at the International Hospital, Hankow, to Mr. and Mrs. C. de Luz, a son.

DEATHS.
COOKE.—On July 17th, at the General Hospital, Shanghai, DAVID ROBERT COOKE, Chief Clerk and Official Receiver, H.B.M. Supreme Court, Shanghai, aged 37.

HAMILTON.—At Portsmouth, England, on July 22nd, 1893, THOMAS A. HAMILTON, late of the Royal Army Ordnance Department, Hongkong. [3807]

Hongkong Office: 14, Chater Road.
 London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JULY 24th, 1926.

THE EDUCATION OF CHINESE.

The controversy which is proceeding in *The Times* just now between two former members of the Education Department in this Colony calls attention once more to our educational aims.

On the one hand, the Chinese are being urged to go back to the vernacular studies, to study Confucius and Mencius, and meditate on the "Way of Life." Not only that, but above all things they must eschew Western ways and Western learning, for that is the road to perdition! The Chinese student must know his classics, in spite of the revolution or the deliberate turning of the back on the old system. On the other hand, Mr. CAVALIER points out the obvious truth that a revolt against the old system has taken place and cannot be ignored.

Now, revolutions as a rule swing the pendulum too far, the distance depending on the degree of hatred for the preceding conditions. There is, after a time, a tendency to retrace the steps, because the saner elements begin to assert themselves, and so achieve a balance: for, as a rule, it is soon realised that what has been forsaken, is not entirely bad, nor is the new so entirely good. Adjustments are therefore made and equilibrium is regained. This appears to be the position with regard to Chinese education to-day. What seems to be forgotten is that modern education in China as elsewhere cannot be dissociated from political and economic conditions. It does not direct these phases of the nation's activity, but is rather subservient to them.

If the Chinese are to forsake the modern way, and revert to the classic system, it would surely be necessary to re-establish the ancient examinations for the purpose of selecting the mandarin and official class generally; for it must clearly be understood that the Chinese studied the ancient classics in the past, for precisely the same reason that, broadly speaking, Englishmen studied the classics at Oxford and Cambridge, namely, to qualify for various posts.

Now, modern science is enthroned in Europe, and more importance is attached to a scientific knowledge of matter, rather than of men. Higher marks have been awarded this subject in examinations and, as a consequence, classical enthusiasts have become fewer in number. Government appointments are no longer either in England or in China given exclusively to the Classicists. The point is, can the classics be revived in China without at the same time providing an outlet for those so trained. Only for the very few can learning be an end in itself. Education must—normally—be a preparation or a training for some sphere of useful activity.

How then can a former official who secured his own post, not by a profound study of his own language, but by the study of a foreign classic, conscientiously persuade a Chinese to forsake the study of a modern classic—English—a knowledge of which might lead to a corresponding position of importance in his own country if not in Hongkong, and this, apart from the fact that it opens up the road to Western scientific method, a rich literature, and Western philosophy—surely, no mean objects for the student to acquire.

The Chinese must, of course, know his own language, but we must be careful to avoid the charge of hypocrisy in requiring him to pursue his classical studies for culture only, while we combine, or at least have combined, our cultural studies of Latin and Greek (not our language, English) with an eye to future promotion. The Chinese presumably understand the importance of their own language. It is hardly necessary for such an obvious truth to be mentioned to them. We should think it strange, if, while we were studying French, the French teacher kept harping upon the importance of English studies, and indicated that his services would be no longer at our disposal. As Englishmen, we might not resent such remarks, but we should probably suspect the man's sanity. The fallacy of course lies in the assumption that a Chinese, who has an ardent desire to acquire a knowledge of English, is in danger of becoming depraved or at least of neglecting his own language and his own native culture. The truth is that a knowledge of English helps to a better understanding of Chinese and provides the student with new standards of comparison wherewith to measure the value of the content of his own classics. It also opens up the path to a knowledge, which has put Western nations in the vanguard of the world, a knowledge which the Chinese are determined to acquire: whether we wish them to have it or not. But, after all, why should we attempt to dictate to them in a matter about which they themselves are well qualified to judge. It is somewhat presumptuous and quite unnecessary.

Mr. Tang Shao Yi, the veteran Chinese statesman and diplomat, has gone to Nanking.

The search by Professor Langner, the telepathist, for an article hidden in the City will take place on Monday afternoon.

Among the passengers, arriving by the s.s. *Ranpura* yesterday from North China, were Major-General C. C. Luard, C.B., C.M.G., and Mrs. Luard.

The total output of the Kailan Mining Administration's mines for the week ending July 10th amounted to 48,331 tons and the sales during the period to 50,880 tons.

The concert advertised to take place at the Taikoo Club to-night has been postponed on account of the damage caused to the roads in the vicinity by the recent storms.

The return, with regard to notifiable diseases, during the 24 hours ended July 22nd, states that there was one case (Chinese) of paratyphoid and one case (Chinese) of cerebro-spinal fever.

During the absence on leave of Mr. A. K. Mackenzie, the duties of Hon. Secretary of the St. Andrew's Society will be carried out by Mr. R. O. Sutherland, c/o Messrs. Palmer & Turner.

Amongst the passengers who left by the *Empress of Russia* were Mrs. A. Dyer Ball, Mr. and Mrs. D. W. Trautman, Mrs. W. C. Passmore, Mrs. P. R. Warren, Mr. A. E. Wood, Mr. A. K. Mackenzie and Mr. F. C. Goodman.

The Rev. John Watson, M.A., of Carden-place, Aberdeen, for 46 years foreign missionary with the English Presbyterian Church at Amoy, and one of the pioneer missionaries in the Fokien Province of China, left personal estate in Great Britain £1,185.

Nominations for the vacancy caused on the Legislative Council by the absence of Sir Henry Pollock, K.C., who represents the Justices of the Peace, closed on Thursday. The only nominations were Mr. C. G. Alabaster, K.C., and Dr. W. V. M. Koch. The election takes place at the Registrar's Office, Supreme Court, on Monday afternoon.

We regret to learn by cable of the death of Mrs. Percy Morris. Mrs. Morris was formerly Mrs. Johnstone, mother of Mr. John Johnstone, former head of Ewo in Shanghai, and of Mrs. N. W. Hickling, to both of whom our sympathy is extended. Mrs. Johnstone stayed in Shanghai for several months a few years ago.—*N.C. Daily News.*

It was stated earlier this week, in connection with the report of Monday's storm, that the bursting of a nullah at West Point had the effect of undermining a house, from which the occupants had to be rescued by the police and the house shored up. It was learned yesterday that the basement of another house in the same vicinity has now dropped one foot or so below the ground level. The occupants of the house, all girls, have vacated the premises.

Before Sir Henry Gollan (the Chief Justice) at the Supreme Court yesterday, Mr. H. G. Sheldon applied, on behalf of Messrs. Nickel and Lyon, for extension of time to file share allotments. He explained that the firm was registered in Hongkong, but carried on business solely in Kobe, Japan. A large number of shares were not filed, this being solely due to omission, and as soon as it was pointed out by the Hongkong registrar, the error was immediately rectified. Extension for seven days was granted.

Exciting rescues of both passengers and luggage were seen off the Praya at about eleven o'clock yesterday morning, after the capsizing of a passenger boat. According to a report, a cargo sampan was sailing from east to west in the Southern Fairway when she was overtaken by the steam launch *Hoi Hong*, which had two passenger boats in tow. A strong gust of wind caused the sails of the cargo boat to become entangled in the mast of one of the passenger boats. The latter craft was capsized and precipitated its passengers into the water. No lives were lost, however, and a large quantity of the luggage which had gone overboard was also recovered. Later, the sampan was seen in tow some four feet under water.

The wooden structure for bringing earth down from the ridges at Stubbs Road, above the Young Wo Nursing Home, Happy Valley, which was partly destroyed on Monday, was blown away in Thursday's gale.

A confiscation order was made, at the Central Magistracy yesterday, in regard to seventeen pistols, 960 rounds of ammunition and 30 tael of opium, which were seized in an empty sampan at Yau-mati, on June 29th.

Mr. Percy H. Suckling, of the Hongkong and Shanghai Hotels, Limited, returned to Shanghai from California with Mrs. Suckling on the str. *President Wilson* during the week-end. They are staying at the Majestic Hotel.

HOME MAILS.

A total of 1,000 bags of mail arrived at the Post Office yesterday morning, the details being as under—

The P. & O. steamer *Macedonia* had a total of 261 bags of which 95 were letters and papers, London, June 24th and 161 bags of parcels from London.

U.S.A., Honolulu, Japan and Shanghai mail by the s.s. *President Wilson* amounted to 274 bags.

The P. & O. steamer *Tashmir* from Shanghai brought 204 bags. Included in this mail were 13 bags from Europe via Siberia.

Mails also arrived from the North by the P. & O. steamer *Ranpura*, and the *Seechuen*.

FLOATING BODIES.

THE SEA GIVES UP ITS DEAD.

Four bodies, which were in a decomposed state, have been picked up in the harbour. It is thought that these persons were victims of the storm on Monday morning.

One body was that of a child found near Kowloon Dock. Two bodies were picked up at Hunghom, and the fourth was found floating near the Yau-mati Ferry Wharf, Pottinger Street.

The remains were sent to the Mortuary. The condition of the bodies will make identification hardly possible.

CRUDE FORGERIES.

CHINESE ACCOUNTANT CHARGED.

MAGISTRATE'S DOUBT.

At the Central Magistracy yesterday, before Mr. R. E. Lindell, the senior accountant of the Cheong Kee money changing firm, Queen's Road, Central, was charged with uttering two forged Hongkong and Shanghai bank notes. Mr. E. S. C. Brooks defended.

A man, who took a \$100 Borneo note to the shop to be changed, alleged that the two forged notes were handed to him as part of his change.

Evidence that the notes were forged was given, the witness stating that the workmanship was crude, and the impression not clear.

Mr. Brooks contended that guilty knowledge of the forgery as well as intent to defraud had to be proved before the defendant could be convicted.

The defendant said he had been employed in the firm for seventeen years. They often bought and sold Borneo notes, but he would not accept a note that was fairly obviously forged. He had never known of any forged notes being retained by the firm. He denied that he gave the forged notes to the complainant, or that he had had possession of them.

The proprietor of the firm gave evidence concerning the defendant's character.

In discharging the defendant, the Magistrate said that he had some doubt as to whether the notes had come from the firm.

BOMBAY WANTS RAIN.

COMPLAINTS OF MOST FEEBLE MONSOON.

Bombay, June 28th.
 After two days' rain, on June 14th and 15th, the monsoon has been most feeble in Bombay for the remainder of the month, which has been one of the most unpleasant experienced during the last decade.

Less than four inches of rain have fallen, compared with 22 inches last year. There has been no sign of the usual monsoon conditions.

TO SAVE STATE.

M. POINCARÉ FORMING NEW GOVERNMENT.

PROBABLE FRENCH CABINET.

[THROUGH REUTER'S AGENCY.]

Paris, July 22nd.

M. Poincaré has reassured the Left groups in Parliament, in the course of an interview with a delegation of the Inter-Party Republican Group, at present comprising about 300 anxious to know if M. Poincaré's government will include their adequate representation. M. Poincaré pointed out that he would be impotent at the Ministry of Finance unless at the same time he headed the Government. He promised to prove that the Government was constituted solely to save the State without thoughts of reprisal.

LATER.

M. Poincaré had a forty minutes conversation with President Doumergue after which he told journalists that he had completed the consultations and would make proposals for the formation of a Government to-morrow.

NEW PRESIDENT OF CHAMBER.

LATER.

M. Herriot has declined to be the Radical-Socialist Party's candidate for the Presidency of the Chamber which he vacated when he became Premier.

LATER.

M. Peret, ex-Minister of Finance, has been elected President of the Chamber.

THE FRANCE.

London, July 22nd.

French francs, closed at 217½ and Belgian francs at 212½.

SHOPKEEPERS AFRAID.

Paris, July 22nd.

Shopkeepers are becoming reluctant to sell goods owing to the fall of the franc. One angrily told a customer, who complained that an order was incorrectly carried out that he would take the goods back rather than correct the mistake as goods were now worth twice the price when the order was given.

People are laying in large stocks of clothing, furniture and coal. There is a boom in motor-cars and other articles that do not depreciate and the preference for investment in foreign securities is becoming more marked on the Bourse and at the banks.

THE MAIN DIFFICULTY.

LATER.

Admittedly, M. Poincaré's Cabinet, though broadly representing the whole Parliament, will not include the Communists or Socialists. M. Poincaré's main difficulty will be to secure the support of at least two-thirds of the Radical-Socialists which is necessary to give him a majority in the Chamber.

Many Radical-Socialists are averse to Poincaré as Premier, though ready to accept him as Finance Minister, but the inclusion of several leading Radical-Socialists in the Ministry should enable Poincaré to overcome this obstacle. All parties to the Right of the Radical-Socialists are solidly behind Poincaré. It is reported that M. Briand will be Foreign Minister.

PROBABLE CABINET.

There is little doubt now but that M. Poincaré's Cabinet will be constituted as follows:—

M. Poincaré, Premier and Minister of Finance.
M. Barthou, Minister of Justice.
M. Briand, Foreign Minister.
M. Sarraut, Minister of Interior.
M. Poincaré hopes that M. Painlevé will accept the portfolio for War, and M. Leygues the portfolio for Marine and he is also endeavouring to secure the co-operation of M. Bokanowski, Marin, as representing the moderate elements. No Under Secretaries will be appointed. The foregoing list unites all groups, excluding the extreme Left and the extreme Right.

FRANC STABILIZED.

London, July 23rd.

The franc is steadier, opening to-day at 215 to the £.

FOREIGNERS THREATENED.

Paris, July 23rd.

A crowd last evening collected at a point on the Boulevard where motor-coaches assemble for the daily tour of the capital, and hooded foreign passengers. The demonstrators were so threatening that the passengers were compelled to descend. Finally two coaches succeeded in pushing their way through the people barring the road.

The police were summoned and excited British and American tourists from the crowd.

THE NEW CABINET.

Paris, July 23rd.

M. Poincaré has formed his Cabinet. The portfolios of M.M. Poincaré, Barthou, Briand and Sarraut are as forecasted. Other portfolios are:

M. Herriot, Public Instruction.
M. Leygues, Marine.
M. Painlevé, War.
M. Tardieu, Public Works.
M. Marin, Pensions.
M. Peret, Colonies.
M. Bokanowski, Commerce.
The portfolios of Labour and Agriculture have not yet been allotted.

BRITAIN'S DEBT TO U.S.

STATEMENT ISSUED BY BRITISH TREASURY.

[THROUGH REUTER'S AGENCY.]

London, July 22nd.

The British Treasury has issued a statement replying to the United States' Treasury statement alleging that British borrowings from the United States during the war were largely for commercial and not for war purposes.

After re-affirming that the money borrowed was spent for the purpose of war, it declares that, but for the fact that the United States did not feel able on entering the war to relieve Britain of the burden of covering the sterling requirements of her continental Allies, Britain would have been able to meet from the resources she placed at the disposal of the Allies her expenditure in America and, in all human probability, the statement concludes that the facts set forth therein show that no case for discrimination against Britain can be founded upon her use of the money borrowed from the United States for the prosecution of the war. Britain had not complained at the adverse discrimination with which she had been treated, but when the reasons assigned for such discrimination clearly arise from misconception of the facts, it was necessary that corrections of fact must be made.

WAR-TIME COMMERCIAL DEBT.

HONGKONG & SHANGHAI BANK'S SUCCESSFUL CLAIM.

London, July 23rd.

Before the Anglo-German Mixed Arbitral Tribunal which deals with the settlement of war-time commercial debts, the Hongkong & Shanghai Bank established a claim against Giesel & Co. for Shanghai Tails 7,107.62 with interest, in respect of bills of exchange.

The Tribunal held that the proper date for ascertaining the rate of exchange for converting the amount payable in Shanghai tals was the date on which the debt became payable. Furthermore, the creditors were entitled to recover the amounts of bills converted into Shanghai tals on the dates when the bills were dishonoured by non-acceptance.

No award was made respecting costs.

MR. MELLON IN FRANCE.

DECLINES TO MAKE A STATEMENT.

Cherbourg, July 23rd.

Mr. Mellon has arrived. He declined to express an opinion on Mr. Churchill's statements. He says he is holiday-making.

HOLLAND'S QUEEN.

REPORTS CONCERNING HER ILLNESS EXAGGERATED.

Amsterdam, July 22nd.

The Geneva correspondent of *De Telegraaf* states that reports of the health of the Queen of the Netherlands, who is ill with bronchitis at St. Beatenberg, Switzerland, where she has been holidaying, are satisfactory, but that Professor Otto Naegeli, of Zurich University, was summoned to St. Beatenberg yesterday.

MUCH BETTER.

Bern, July 22nd.

The Queen of the Netherlands is much better. Reports that she had severe bronchitis were greatly exaggerated as she had only contracted a slight chill.

COBBHAM'S FLIGHT.

Allahabad, July 22nd.

Alan Cobham has arrived here.

Calcutta, July 23rd.

Cobham has arrived here.

[REUTER'S AMERICAN SERVICE.]

AMERICAN HEAT WAVE.

NUMEROUS DEATHS REPORTED IN NEW YORK.

New York, July 22nd.

The city is struggling to survive the unprecedented heat wave. The temperature is above 90. There have been numerous cases of heat-stroke and some deaths by drowning.

MORE DEATHS.

New York, July 23rd.

The City is sweltering under the heat wave, the temperature being 97 in the shade. There were seven deaths yesterday.

TERRIBLE AMERICAN FAR EASTERN CABLE TRAGEDY.

WOMEN AND GIRLS KILLED IN CHARABANG SMASH.

FATAL DAY'S OUTING.

[REUTER'S AMERICAN SERVICE.]

New York, July 23rd.

Eight women and two girls were killed and 32 people injured, some fatally, by the capsizing of a charabanc which a number of Brooklynites had engaged for a day's outing on the banks of the Hudson River, to escape from the stifling town during the heat wave.

AMERICAN TUBE STRIKE.

MEN ADVISED TO ASK FOR REINSTATEMENT.

New York, July 23rd.

Mr. Lavin, the leader of the Underground motormen and switchmen who have been on strike since the 7th inst., declares they have lost, and advises them to march to the Company's yards to-day and ask for reinstatement.

BIG MERGER.

AMERICAN STEEL CORPORATION'S AMALGAMATE.

Cleveland (Ohio), July 23rd.

A merger is announced between the Central Steel Company, of Massillon, and the United Alloy Steel Corporation, of Canton (Ohio), under the title of the Central Alloy Steel Corporation. The assets exceed \$80,000,000.

OBITUARY.

COLONEL WASHINGTON AUGUSTUS ROEBLING.

New York, July 23rd.

The death is announced of Colonel Washington Augustus Roebling, the well-known American engineer, and builder of Brooklyn Bridge.

AMATEUR AIRMEN'S PICNIC TOUR.

ROUND SOUTH ENGLAND FOR £1.

Nine men and one woman made history by doing a 180 miles club-run round South England in their own light airplanes.

They left Edgware just before noon in five light airplanes, a pilot and passenger to each. They landed at Cowes, Isle of Wight, had tea at Shoreham, near Brighton, and arrived home in time to motor up to town for dinner.

"We covered about 180 miles," said Sir John Rhodes, one of the pilots, over the inevitable cigarette which follows an airplane flight. "The sixty-five back from Shoreham I did in sixty minutes," he added with pride. "It was a nice, comfortable sort of trip."

Mrs. Elliott-Lynn, the woman of the party, repeated these sentiments when she landed five minutes later. Her own machine is undergoing repairs, and she flew as a passenger of Captain de Havilland.

The machines used were three Moths and two Avros. The average cost of the flight to each individual owner after allowing for petrol and oil worked out roughly at £1.

THIEF WHO DRUGGED HIS VICTIMS.

ARRESTED MAN CONFESSES TO A £300,000 COUP.

Madrid, June 21st.

The thief who drugged all the guests sleeping on the first floor of the Hotel Nacional in Madrid last year, and robbed them of jewellery and money to the value of £5,000, has been arrested by a British detective in Barcelona.

A great sensation was caused by the robbery because the hotel had been opened only a few days previously. Hotel servants, watchmen, and all the habitual criminals known to the Madrid police were arrested and questioned, and even the services of international police were enlisted, but the thief could not be traced.

A jeweller in Brussels whose premises had been entered by a burglar engaged the British detective, and the burglar, Emilio Navarro, responsible for the robbery, was discovered to be the man wanted for the thefts in the Hotel Nacional. He declares that he went to South America after that successful crime and stole £300,000 from an hotel in Rio de Janeiro. Later he went to Brussels to carry out another lucrative coup.

SASEBO BASE PHOTOGRAPHS.

[THROUGH REUTER'S AGENCY.]

AMERICAN CONSULAR CLERK FINED IN JAPAN.

Tokyo, July 23rd.

The American, Vogelweid, has been fined Yen 150.

[A previous cable stated:—The American Consular clerk, Vogelweid, who is charged with photographing the Sasebo fortifications, underwent a secret preliminary trial in Nagasaki on Wednesday. The case was adjourned till Monday, accused being remanded in custody of the Consul.]

FIRST SINCE WAR.

GERMAN WARSHIP ARRIVES AT YOKOHAMA.

Tokyo, July 23rd.

The German training cruiser *Hamburg* arrived at Yokohama this morning, being the first German warship to visit Japan since the outbreak of the World War.

German Embassy officials, high Japanese naval officers, and other Government officials greeted the arrival of the vessel. A series of entertainments has been planned.

CHILDREN KILLED.

STRUCK BY JAPANESE AEROPLANE IN TAKING OFF.

Tokyo, July 23rd.

This afternoon a military aeroplane, when taking off at Kashara, in Gifu Prefecture, accidentally killed three children and seriously hurt two who were looking on.

MODERN MOTHER'S LANGUAGE.

ALMOST AS BAD AS FATHER'S FOR OUR GIRLS.

SCHOOL CLEOPATRA'S AND LIVELY GRANDMOTHERS.

"We always make allowance for father's strong language, but now mother is nearly as bad, and it is having a serious effect upon the girls' speech among themselves. This is all part of the so-called greater freedom."

This was one of many remarkable observations on the modern girl and boy made by Miss Morison, of the Frances Holland School for Girls, London, in an address at the conference at Acton of the Association of Headmistresses.

TOO TIRED FOR SCHOOL.

Miss Morison said that in these days of the shortage of servants many girls had too many home duties to perform. They were also much more companionable than they used to be, and were in great request by parents, especially in the case of widowed mothers.

Then, worst of all, came the motor, which rushed them off to the country. The excitement began on Friday.

Games were played hard on Saturday and Sunday, and on Monday the girl was tired out and often unfit for school.

Girls might read any book, see any play, or go with any boy alone to a dance.

Not long ago a parent was asked to remove a girl from a school because the child had written a letter to a boy. The worst sentence in the letter was: "Darling, do send me your photo."

Could they wonder, asked Miss Morison, that the child wanted his photo in a girl's school? (Laughter.) Had they never felt like Cleopatra themselves?

LAYING DOWNS THE LAW.

The children of to-day were grown up almost from the cradle. They lived grown-up lives, heard their elders talk and joined in the discussions and laid down the law.

Recently, at an unpleasant, but very witty play it was shocking to note that the audience was more amused by the swearing than by the real vitticisms.

Every one to-day may do anything but be quiet.

"Is it in spite of all this, or because of all this, that the sixth form girl of to-day is so delightful? Heads of colleges have said that they have never had a better type intellectually or one more imbued with the spirit of service."

Her courage, comradeship, and optimism are splendid.

MODERN GRANNY'S TASTE.

As an instance of the changed conditions of to-day Miss Morison said that "granny" was no longer content to sit picturesquely in the chimney corner and ask for her Bible, her knitting, and her footstool, but cried aloud for betting tips and dance favours.

A friend of hers was at a cinema a few weeks ago and sitting near her was an old lady of 80. They were watching a thrilling Wild West film in which one cowboy was pursuing another with intent to murder him.

In a breathless voice the old lady exclaimed, "I think he's got him this time."

CAFE PARISIEN FRACAS.

MRS. TAYLOR'S STORY OF ALLEGED ASSAULT.

MR. DURAND'S EVIDENCE.

That she was abused and kicked by Mr. Durand, part proprietor of the Cafe Parisien, after she had slapped his face for the expression he had used towards her, was the allegation made by Mrs. Taylor, wife of the former manager of the Cafe, at the Central Magistracy yesterday afternoon. The fracas between the proprietor, manager and Mrs. Taylor on the night of celebrating the French National Day, was being further considered.

Mr. Durand also went into the witness box. He denied the alleged assault, and stated that Mr. Taylor, the manager, and Mrs. Taylor were found to be most unsuitable for their work from the moment they arrived at the Cafe from Shanghai.

The case is one in which Mr. L. G. Taylor, formerly manager of the new Cafe Parisien, is charged with disorderly conduct on 14th-15th inst.

Five charges in connection with the same incidents are preferred against Mr. J. L. Durand, who is a partner in the cafe with Madame Flint. These charges allege assault, abusive language and disorderly conduct and are brought by the Police, and Mr. and Mrs. Taylor.

Mr. Taylor, recalled to the witness box, was questioned by Mr. Hugh Jones (who appears for Mr. Durand). He said that the sailors who entered the Cafe about mid-night on the 14th inst. had no drinks there. He admitted that as it was closing time it was his duty as manager to see that they left the Cafe, and that, as a matter of fact all people were supposed to leave as soon after mid-night as possible, and that no drinks could be served after that hour. Mr. Taylor added that the sailors left the Cafe without any trouble and as soon as they were requested by him to do so.

NEVER BEEN CHARGED.

"I would like to state," said Mr. Taylor, "that although I have been in China since 1914 I have never been charged with any offence, and I have never been in a Police Court before, either in China or elsewhere."

Mrs. Taylor was then called. Giving evidence, she referred to a conversation with Madame Flint (part proprietor of the Cafe Parisien) on the 14th inst. and said that Madame Flint told her she was no use and that she was not wanted. Witness refused to accept dismissal from Madame Flint, and interviewed Mr. Durand, asking him for a formal letter of dismissal. He replied: "By and by. I will give you fifty pages, if you want it."

KICKED IN THE STOMACH.

Mrs. Taylor then went on to recount how, during the night of the 14th inst., she again asked Mr. Durand for the letter of dismissal. He used abusive language toward her. She asked him to repeat the expression he had used, and when he did so she slapped his face. Mr. Durand then, stated witness, kicked her in the stomach and attempted to kick her twice afterwards. While doing so, he said "Get out of the Cafe." She told him she wanted the letter, and he called to a Madame Landau to come upstairs with him while he wrote it.

Witness said she then called her husband and told him that Mr. Durand had abused her and kicked her. Mr. Taylor asked where he was and rushed upstairs. A little later, Mr. Durand rushed downstairs and coming up to her grabbed at her.

BLOOD ON DRESS.

At this point Mr. Taylor produced a dress which he said his wife wore on the night in question, and on the collar of which there was blood. He stated that the dress had been in the custody of the police since the morning following the occurrence.

Mrs. Taylor then recounted the struggle in the street, which followed, between Mr. Taylor, Mr. Durand and the European Police Sergeant.

On the matter of the police sergeant having stated that she smelt of drink, Mrs. Taylor said this was not correct. She had shared a bottle of champagne with two gentlemen at dinner, and then went to see "Harold Lloyd" at the pictures. On returning to the Cafe she shared another bottle of champagne with four others. She was absolutely sober, and in proof of this she stated that she made a coherent statement to the police at 2 a.m.

THE MOST PAYING PART.

Questioned by Mr. Hugh Jones, Mrs. Taylor said she did not remember Madame Flint coming to her at 2.30 in the afternoon and saying she had better make her husband (Mr. Taylor) home, or otherwise he would not be fit for his work in the evening. Witness admitted that Madame Flint might have said it.

In reply to a further question, Mrs. Taylor denied that she had been told by Madame Flint that she was to have nothing to do with the service bar. Mrs. Taylor said she assisted there at busy times.

Mr. Hugh Jones: What do you consider the most paying part of the Cafe, the selling of cakes or drinks?—Mrs. Taylor: I suppose the drinks.

Asked by Mr. Hugh Jones, if she pushed the sale of drinks and tried to get people to buy as much as possible, witness replied that they got all they wanted.

DID NOT BOAST.

Mr. Hugh Jones: Did you make a boast that you had sold \$200 worth of champagne that night for Mr. Durand?—Mrs. Taylor: Certainly not.

Mr. Hugh Jones: And if a witness makes that statement?—Mrs. Taylor: I should say it was a lie.

Mr. Hugh Jones: And would you say that the rest of the evidence of that witness was a lie. That witness is one of your own witnesses?—Mrs. Taylor: I do not say that one of my witnesses cannot tell a lie, but I could not make such a boast of selling \$200 worth of wine that night. This is not a cabaret, it is a cafe. I do not take the wines around on a tray.

Sub-Inspector Phillips gave evidence to the effect that when Mrs. Taylor made her statement to the police she was quite coherent.

Mr. Taylor stated that on the question of the amount of drink he had consumed on the night in question, Dr. Black could give evidence, if called, that a man with his body in the state his was in could not drink the quantity of alcoholic drink that it had been suggested he had.

Madame Landau, who was recalled, was questioned regarding Mrs. Taylor and the amount of champagne she was said to have sold. Madame Landau said that all she heard Mrs. Taylor say was that she had brought in business for over \$100 worth of champagne.

NOT A "WET" EVENING.

Evidence was given by a Mr. Rowe that he was one of the guests of Mr. Durand at the Cafe on the night the 14th. Mr. Durand was, at no time during the evening, intoxicated, and signed for all the drinks of the guests at his table, as well as ordering drinks consumed upstairs.

In answer to Mr. Taylor, witness said that he had been in the Cafe several times, but had never seen Mr. Taylor intoxicated.

Mr. Lindell: I suppose it was a very "wet" evening?

Witness: I would not say so.

Mr. Lindell: What! French National Day and you would not say it was a "wet" evening?

Witness: I would not say it was.

Mr. Lindell commented that "opinions differed."

Another guest at Mr. Durand's table corroborated the evidence given by Mr. Rowe.

MR. DURAND'S EVIDENCE.

Mr. Durand, giving evidence, said he was a partner with Madame Flint in the Cafe Parisien. He proceeded to relate details regarding a dinner and dance given to employees on the night of the 9th, and said it was prematurely terminated through Mrs. Taylor. As soon as Mr. and Mrs. Taylor arrived from Shanghai they were found to be unsuitable. They had been unsuitable ever since.

Referring to Mrs. Taylor, Mr. Durand said he had been asked by Madame Flint to give Mrs. Taylor a letter authorising her to look after the linen, etc., and not to have anything to do with the service bar, as Madame Flint did not like it. He had never given her a letter of dismissal, and at no time had he given either Mr. Taylor or Mrs. Taylor notice of dismissal.

KICKING DENIED.

Referring to the alleged kicking of Mrs. Taylor, Mr. Durand denied that he kicked her. He said he pushed her away when she slapped his face.

He related how Mr. Taylor attacked him with a chair in his office, and remarked that he did not want to have any trouble with Mr. Taylor, as he (Mr. Durand) could break Mr. Taylor in two.

The blood on Mrs. Taylor's dress was from the injury to his hand. Witness also denied striking the police sergeant, and said that as he himself was a special constable he would not think of doing so.

After further evidence, his Worship adjourned the case for further hearing on Monday afternoon.

PARTIES AT THE SUMMARY COURT.

At the Summary Court in the morning, before Mr. Justice Wood, Mr. and Mrs. Taylor severally sued Mr. Durand for breach of contract.

Mr. Taylor claimed \$350, and Mrs. Taylor \$688.12. These sums included wages, board, and fares from Shanghai to Hongkong.

Mr. Vaux, who appeared for Mr. Durand, asked leave to file a counter claim.

Replying to his Lordship, Mr. Vaux said that Mr. Durand counter-claimed because Mr. and Mrs. Taylor had left his service without giving notice.

Leave for filing the counter-claim was given, and the hearing was fixed for next Wednesday afternoon.



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"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM via PORTS.

THE Steamship "GLEN" is

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 26th July, 1926, at Noon, will be subject to Rent. All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 28th July, 1926, at 10 a.m. Claims against the Steamship, including those for Cargo short delivered, must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 23rd July, 1926. [3806]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "MAUEDONIA"

ARRIVED HONGKONG ON 23rd JULY, 1926.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORT SAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Steamship are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before arrival of the Steamship. Goods not cleared within 5 days, including date of arrival will be subject to Rent. No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m., on Mondays and Thursdays, within the Free Storage period. All Claims against the Steamship must be presented to the Underwriters on or before 12th August, 1926, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns. MACKINNON, MACKENZIE & CO., Agents, Hongkong, 23rd July, 1926. [38 6]

S.S. "GENERAL METZINGER."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from MARSEILLES, etc., in connection with above Steamship are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

Optional Goods will be forwarded on unless Instructions are received from the Consignees before 9 a.m. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriters. Goods remaining unclaimed after Tuesday, the 27th instant, at Noon, will be subject to Rent and Landing Charges. All Claims must be sent in to me on or before Friday, the 30th inst., or they will not be recognized.

All damaged Packages will be examined on Tuesday, the 27th instant, at 10 a.m., by Messrs. Goddard & Douglas. No Fire Insurance has been effected. J. LIMAGE, Agent, Hongkong, 21st July, 1926. [3800]

SHIPPING.

PASSENGERS.

ARRIVALS.

Per P. & O. s.s. *Kashmir*, from Yokohama via ports, on July 23rd:—Mr. E. Selmes, Mr. and Mrs. F. Winyard and four children, Mr. C. J. Dave, Corpl. and Mrs. J. Tunstall and three children, Mr. and Mrs. R. H. Raji and two children.

Per P. & O. s.s. *Rangpur*, from Shanghai, on July 23rd:—Per Hongkong: Miss R. W. Gries, Lieut. R. Q. F. Johnston, Mr. W. E. Tindal King, Mr. W. F. Lee, Major J. Macready, Miss M. C. Luard, Major A. M. Rangal, Mr. B. Prewley, Mr. A. M. Rangal, Mr. B. Roxburgh, Mr. C. B. Shank, and Mr. H. Yong. Among through passengers on the *Rangpur* were:—For Singapore: Mr. J. Fisher, Mr. R. Framroz, Dr. M. Reid, and Mr. and Mrs. A. E. Wallis. For Penang: Mr. and Mrs. P. Markham and Mrs. M. Roy and infant. For Port Said: Mr. and Mrs. W. G. Whitman and two children. For Marseilles: Rev. and Mrs. J. P. Leyne and two children and Mr. F. G. Pratt. For London: Miss R. Baughman, Miss G. Belcher, Mrs. Brown, Master Watson, Mr. and Mrs. W. Buckstone and child, Mr. and Mrs. W. C. Chapman, Mrs. E. A. Gaff and child, Mrs. R. Hare, Mr. Olaf Hare, Mr. and Mrs. R. Hogben and two children, Mr. and Mrs. R. Hughes, Miss M. Hutton, Mr. O. Johannessen, Miss G. Lemiere, Lieut. L. B. Majendie, R.N., Mrs. F. A. Nixon and infant, Miss Thornton, Dr. and Mrs. Paterson, and three children. Mr. and Mrs. Read, Capt. and Mrs. J. Richards, Mr. J. M. Seymour, Miss E. Coates, Mr. F. Staley, Mr. A. L. Struther, Mr. P. W. Todd, Miss L. Tseng, Mrs. Whatmough and child, and Mr. P. W. Wilson.

Per P. & O. s.s. *Macedonia*, from London via ports, on July 23rd:—For Hongkong: S. Lt. M. Goodenough, Mr. De Courcy, Miss L. F. Le Breton, Lt. E. Cope, Mr. H. Daulman, Mr. L. A. Duncan, Mr. and Mrs. A. P. Glanville and infant, Lt. A. Lovegrove, Lt. H. C. Y. Keays, Mr. F. W. Grant, Mr. H. C. Piveteau, Mr. A. MacKenzie, Mr. L. H. Hitchcock, Mr. O. Chisnall, Mr. R. P. Bingham. Among passengers passed through Hongkong were: Mrs. H. Shaw, Mr. and Mrs. Yorkston and two children, Mr. and Mrs. G. L. MacKenzie and child, Miss (Governess) Gray, Mr. F. A. Fackey, Mr. W. Addison, Mr. J. C. Berrymann, Mr. E. Wilkin, Mr. R. Robertson, Mr. J. G. Jenkinson, Mr. L. Cameron, Mr. W. R. Procter, Mr. H. Crowther, Mr. J. E. Powell, Mr. E. M. Sampson, Mr. J. C. Dickson, Mr. H. S. Golder, Mr. J. Jacka, Mr. and Mrs. Fox, Mr. G. Brown, Mrs. M. E. Coe, Mr. and Mrs. L. Kent, Mr. and Mrs. Coppage, Mr. W. J. Wilcoxson, Mr. Adams, Mr. and Mrs. H. A. Crow and child, Mr. J. C. Devine, Mr. W. Gillis, Mr. Moughaer, Mr. A. A. Smith, Miss Morozova, Miss Nikitini, Mr. W. J. Warin, Mr. C. Breyer, Mr. K. Ingerslev, Jensen, Mr. O. E. Ogilvie, Mr. O. V. Townsend, Miss R. Layne, Capt. E. Roberts, Mr. and Mrs. W. H. Cameron, Mrs. F. Thomas, and Mrs. Frost.

Per Dollar s.s. *President Wilson*, from San Francisco via ports, on July 22nd:—For Hongkong: Mrs. Harriett Craven, Mr. Steven Ismail, and Miss Margaret Thompson. For Manila: Miss Lorraine Andrews, Sister M. C. McCabe, Miss N. Cleaveland, Sister M. A. Dalton, Sister M. T. Farley, Mrs. A. Fairfield, Miss C. Fairgield, Mrs. F. Gastonguay, Mr. A. D. Gibbs, Mr. Wm. B. Goldrick, Mr. and Mrs. E. G. Hoffman, Miss J. Hoffman, Mr. B. Honig, Mr. H. Honig, Mr. H. S. House, Mr. W. K. Hoyt, Miss J. L. Mackey, Mr. J. Reiger, Mrs. D. McKay Robb, Miss M. Robb, Mr. and G. Roberts, Miss H. Robertson, Mr. and Mrs. G. N. Rohrer, Miss F. Rohrer, Mrs. S. Stow, Mr. E. Sultan, Miss E. Swinehart, Miss M. Teed, Miss L. Tolman, Mr. F. W. Vogler, Mr. J. W. Tolman, Mr. R. Wright, Capt. and Mrs. J. I. Yates, and Misses C. B. and Phyllis Yates.

DEPARTURES.

Per R.M.S. *Empress of Russia*, for Vancouver via Shanghai and Japan ports, on July 22nd:—Mrs. R. Ahern, Miss M. Ahern, Mr. G. Albree, Mr. H. B. Andrews, Mr. A. W. G. Brown, Mr. C. Bipping, Mr. John Green, Mr. and Mrs. P. M. Bryse, Mr. H. A. Bryse, Mr. and Mrs. A. Bryse, Mr. M. Brooks, Miss and Mrs. B. Brooks, Miss M. Dyer Ball, Mrs. N. Beresford, Mrs. A. Dyer Ball, Mr. F. L. Clavean, Miss E. Clavean, Mr. F. L. Coleman, Cooper, Mr. and Mrs. W. L. Coleman, Miss L. Dietiker, Lt. and Mrs. G. R. Delley and child, Miss A. Degeler, Mr. C. F. Dibble, Mr. F. Dorward, Mrs. I. Droge, Miss L. Droge, Mr. and Mrs. T. Van Eupen, Mrs. F. C. Fernandez, Miss E. Worthy, Mrs. F. C. Fernandez, Miss F. M. Frankland, Mr. and Mrs. A. N. Fregeau, Miss F. Fregeau, Master F. C. Goodman, Mr. J. Grottmann, Mrs. W. Gibson, Mr. and Mrs. G. R. Hunt, Mrs. R. Hunt, Mr. and Mrs. J. A. Hauer, Mr. S. Hight, Mr. and Mrs. J. R. Hylton, Mr. T. Hines, Mr. Roy Hylton, Misses H. and J. Hylton, Miss G. A. M. Hennessey, Mr. W. Jarich, Miss D. Jones, Sister S. C. de Jesus, Dr. Jurejine, Mr. W. Kullman, Mr. J. Helser, Mr. I. Krick, Prof. and Mrs. Kaa, Mr. H. Landand, Mr. C. Lindsey, Mr. B. H. Lydon, Mr. W. E. Mitchell, Mr. and Mrs. La. Mountain, Mrs. A. B. Mason and infant, Mr. L. Martinez, Miss D. L. Moore, Miss J. G. Madamba, Mr. H. L. Moore, Mr. and Mrs. C. R. Moore, Mr. D. M. Meredith, Mr. D. M. Muron, Mr. C. Merrill, Miss A. Marks, Miss E. L. McCullum, Mr. W. M. F. Mackie, Mr. A. K. Mackenzie, Mr. Pedley, Mr. V. Parapanan, Mr. and Mrs. H. S. Potter, Miss B. E. Powell, Mr. L. W. Rosende, Mr. G. W. Reeve, Mr. F. Rudloff, Mr. W. Richardson, Mrs. M. Payne, Mrs. W. C. Passmore, Master D. Passmore, Miss T. Selmi, Miss M. Stein, Mr. and Mrs. D. W. Tratanan, Mr. I. Willis, G. Soye, Miss Verloop, Mr. I. Willis, Mr. A. E. Wood, Mr. P. White, Mr. P. R. Wright, Mr. H. Wall, Mrs. P. R. Warren, and Mr. Walker.

MARINE COURT.

EUROPEAN MASTER BOUND OVER.

NO LIGHTS ON THE "PHEUMPHEN."

At the Marine Court yesterday, before Lieut.-Commander G. F. Hole, R.N., Captain A. W. Hall, master of the s.s. *Pheumphén*, was bound over in a personal security of \$5 to come up for judgment when called upon to do so, for failing to exhibit regulation lights on board his vessel.

Capt. Hall pleaded "Not Guilty." The offence occurred at 11.30 p.m., on June 20th, when the vessel was lying at No. 7 buoy.

Evidence was given by Lieut.-Sergeant Goldsmith that he boarded the *Pheumphén*, found the forward mooring light was out and reported this to the officer of the watch. Subsequently this officer upbraided the quartermaster for the fault. Captain Hall admitted that the light was not burning and his Worship recorded a finding of "Guilty."

GLOBE'S "DARK PATCHES."

NEED OF SCIENTIFIC EXPEDITIONS.

F.R.G.S. ACTIVITIES.

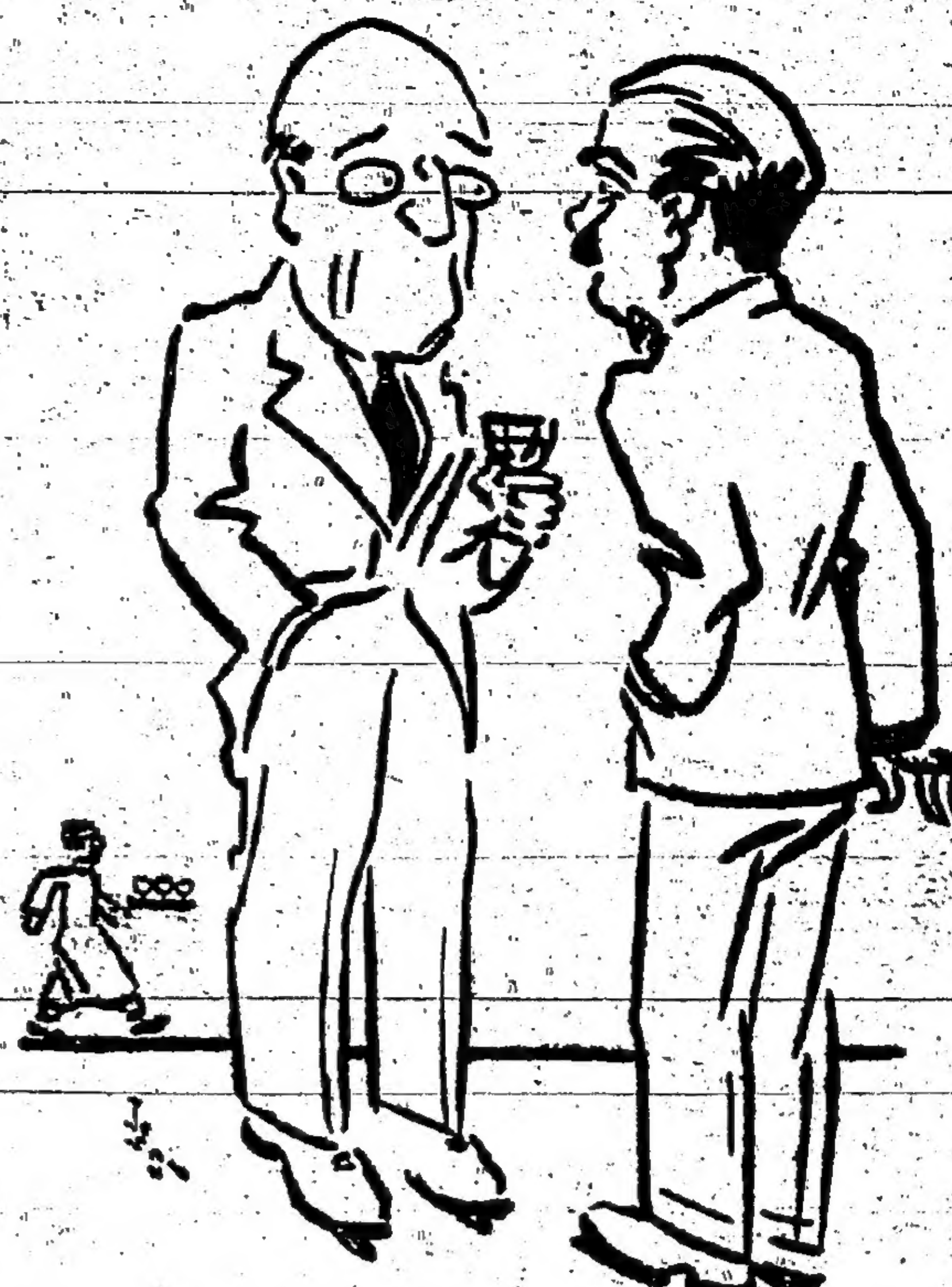
The promotion of an exploration fund to direct and finance discovery was proposed by Dr. D. G. Hogarth in his presidential address at the anniversary meeting of the Royal Geographical Society in the Eolian Hall, London. The supply of good papers and readers for their evening meetings was not what it used to be, Dr. Hogarth said. Before the war if a lecturer should cry off, half a dozen would be ready to take his place, each having some tale of good pioneer work to tell. Now they had to be sought out and coaxed on to the platform. But there were probably fewer explorers at work for the world was poorer and expeditions were more costly to equip. An exploration fund in the hands of the society, however, would enable them not only to finance expeditions but to direct them whither they should go. It should be accumulated by gifts and bequests.

Untrodden snows about the poles, untrodden sands in South Arabia, or Central Asia, or Central Australia yet remained to be scientifically explored, Dr. Hogarth maintained, but scarcely anywhere else was there a more promising virgin tract that might spring a surprise of the first order. At the same time between the route lines of the pioneers very much remained unexplored and unrecorded. In many parts of four continents at least our maps still recalled Admiralty charts—so precise in their delineation of one thin line, so vague about what lay behind it. During the last session of the society they were introduced to tracts and peoples seen for the first time by white men in South America, Western China, and Abyssinia. There was enough and to spare to be done. The means available for promoting exploration were being diverted too much from really scientific objects to "stunts." Each air dash to the Pole probably absorbed the interest, energies, and funds sufficient to furnish a dozen expeditions which would bring a hundred times more copious and valuable returns to geographical science, and he had experience in the war of the comparative utility of the survey of unmappped regions from the air. A "stunt" appealed to a hundred minds, while a scientific geographical expedition appealed to one. Therefore the latter needed protection, which the society should be the first to give. If the means were put in their hands they were ready to direct the aims and energies of explorers to plenty of dark patches on the yet unexplored globe.

PRESIDENT'S MEDAL.

The president handed the founder's medal to Lieut.-Colonel E. F. Norton, to whom it was awarded for his distinguished leadership of the Mount Everest Expedition, 1924, and his ascent to 28,100 feet. The patron's medal was awarded to Professor Sir Edgeworth David for his work on the Funafuti atoll, and with Sir Ernest Shackleton's Antarctic Expedition of 1907-09, as leader of the first ascent of Mount Erebus and of the party which first visited the South Magnetic Pole. Handing the Cuthbert Peek Grant to Mrs. Mason, wife of Major Kenneth Mason, to whom it was given to assist his further exploration of the Himalayas, the President announced that the society had received an advice from him that the expedition had been launched with complete success. Dr. H. Gordon Thompson, accepting the Gill Memorial for his journey on the Tibetan and Mongolian borders of China, with Brigadier-General George Pereira, who died while on the expedition, said he would devote it to the purchase of an ambulance car to help him in his medical missionary work in China. Other awards distributed were the Victoria medal to Dr. John Ball, for his desert surveys and memoirs on the geography of Egypt; the Murchison Grant to Mr. Frank Debenham, a member of the Scott Expedition and first director of the new Scott Polar Research Institution at Cambridge University, for his contributions to the scientific exploration of the Antarctic; and the Black Grant to Khan Sahib Afras Gul Khan, for his surveys in Central Asia and Hunza.

Mistress: "If anyone calls this afternoon, Jane, I shall be out."
Maid: "But I shall be out myself, as it happens."



I was talking to-day to a BLOKE

About coal,—in the house,—I said "SMOKE"

And SMUTS are I find

Buried deep in my MIND

"Go and wash,"—he replied,—And use COKE!"

For full particulars apply to the

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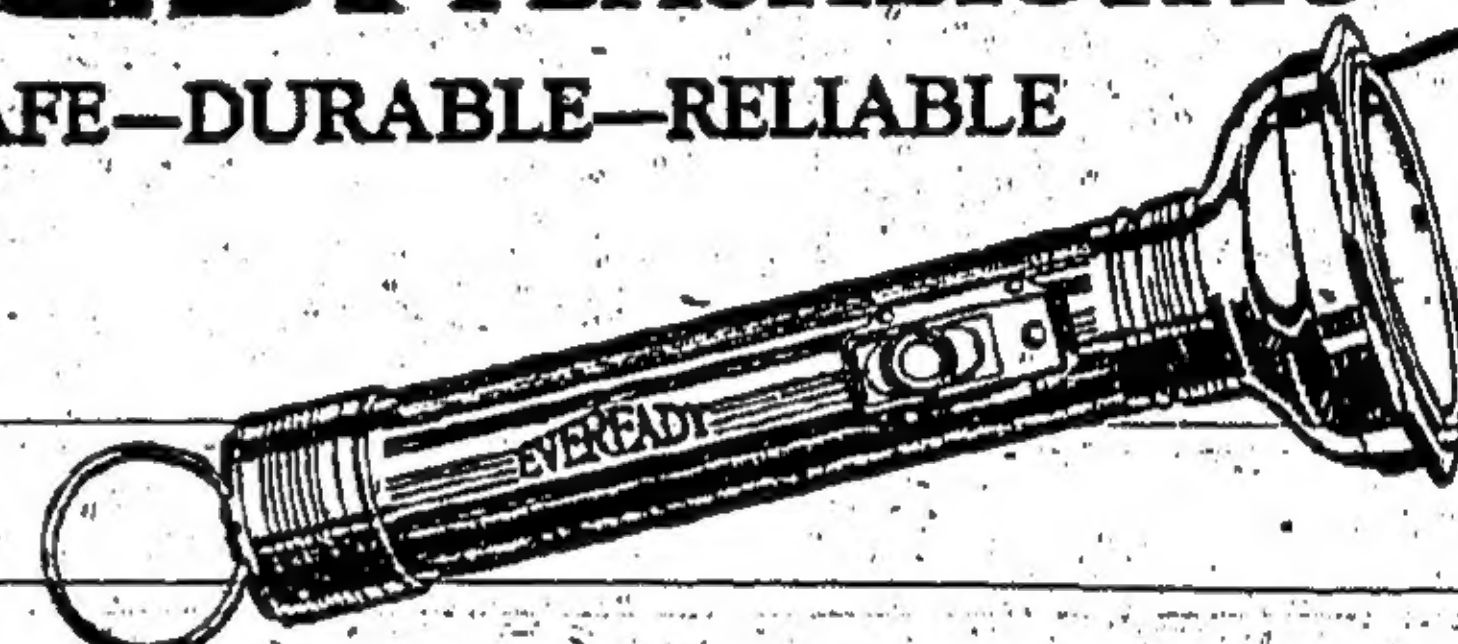
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[A.P.B.]

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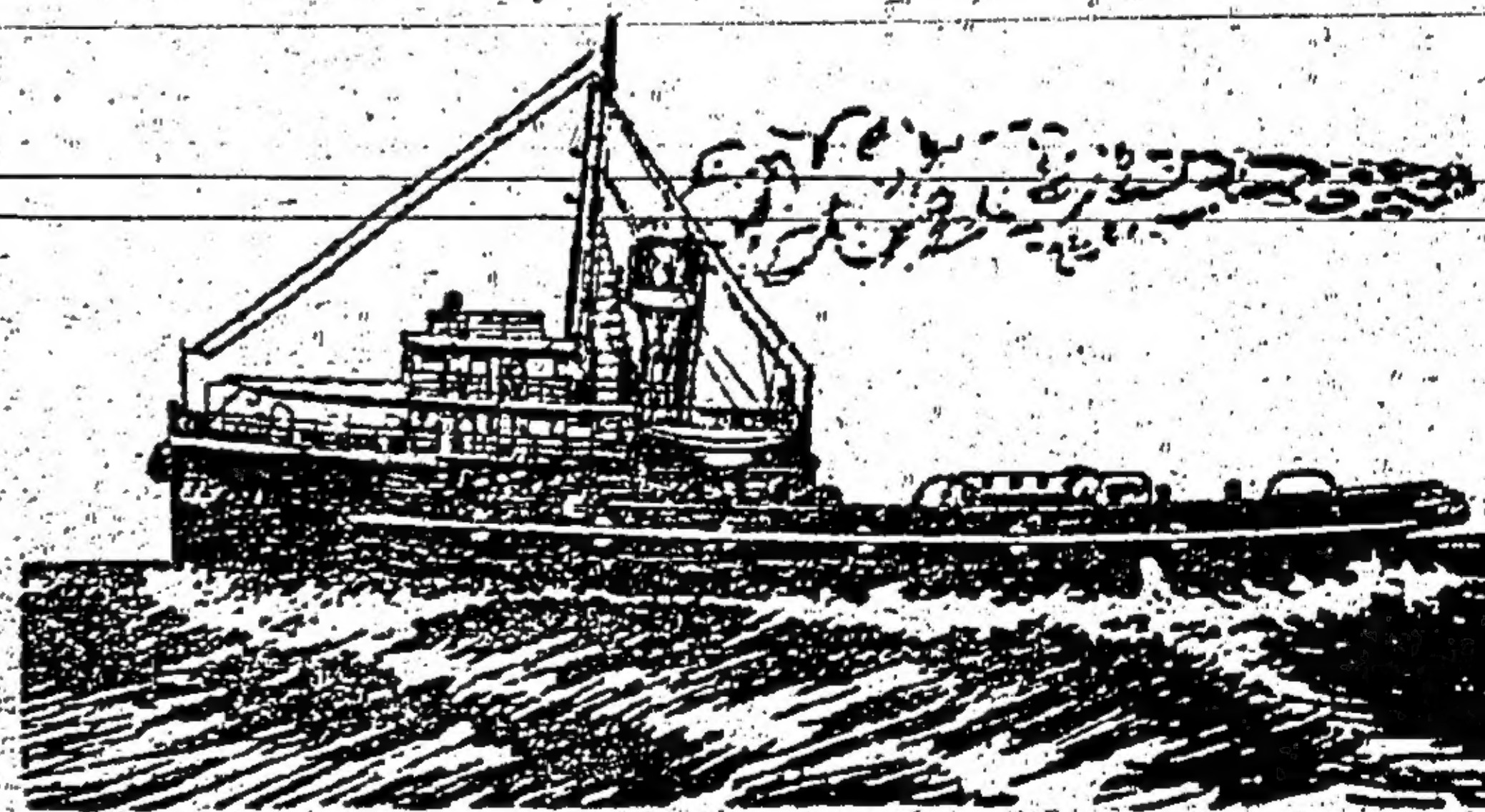
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"Henry Keswick"

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B. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

WIFE-KILLERS.

MR. JUSTICE HORRIDGE AND SIDEAHS.

In Mr. Justice Horridge's Court, in the King's Bench Division, a question arose about the speed of a motor-cycle combination. "Was it going very fast?" asked Sir Patrick Hastings, K.C., of one witness. "Have you ever heard of a motor-cycle combination that was not a fast machine?" interposed the Judge, who added, "I believe that in America they call them wife-killers."

UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

Number	Address	From
10600/17th	Constancio Silva, Hotel Metropole (2)	Macao
11422/18th	Lasalle	Seigon
11238/20th	Mitchell	Williamstown, Vic.
11674/19th	Mrs. Tope, Morisco	Shanghai
9061/15th	Powis, Pres. Toft	San Francisco

LONDON BUYING AGENTS

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S.S. "MALVERNIAN" ... Via Suez Canal From Hongkong 13th August.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

(ANDREW WATTS & Co., London.)

M.V. "WEIRBANK" ... Sailings from Hongkong ... via Suez Canal ... 30th July.

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "ROMEO" ... For Marseilles, London, Harre & Hamburg ... From Hongkong, 28th July.

FARES TO LONDON "A" 1st Class £23. 2nd Class £20.

"B" 1st Class £20. 2nd Class £18.

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M.V. "CHINESE PRINCE" ... 7th September

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ARRIVALS FROM EUROPE:

S.S. "ZOSMA" ... 26th July, 1926.
S.S. "OOSTERK" ... 23rd August, 1926.
S.S. "OUDERK" ... 20th September, 1926.

SAILINGS FOR EUROPE:

S.S. "GEMMA" ... 7th August, 1926.
S.S. "ZOSMA" ... 4th September, 1926.All Steamers have a Limited Accommodation for Passengers.
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[1]

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DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"RANPURA"	16,585	24th July, Noon	Marseilles and London.
"DELTA"	8,097	7th Aug.	Marseilles, London, and Antwerp.
"MALEDONIA"	11,089	21st Aug.	Marseilles and London.
"KALYAN"	9,144	4th Sept.	Marseilles, London & Antwerp.
"NAGPORE"	5,283	10th Sept.	Marseilles, London & Antwerp.
"MALWA"	10,941	13th Sept.	Marseilles, London & Antwerp.
"KASHGAR"	9,005	2nd Oct.	Marseilles, London & Antwerp.
"MOBEA"	10,918	16th Oct.	Marseilles, London & Antwerp.
"KRYBER"	9,114	30th Oct.	Marseilles, London & Antwerp.
"MANTUA"	10,903	13th Nov.	Marseilles, London & Antwerp.
"KARMALA"	9,128	27th Nov.	Marseilles, London & Antwerp.
"MALEDONIA"	11,089	11th Dec.	Marseilles, London & Antwerp.
"DELTA"	8,097	25th Dec.	Marseilles, London & Antwerp.
"MALWA"	10,941	8th Jan.	Marseilles, London & Antwerp.
"KALYAN"	9,144	22nd Jan.	Marseilles, London & Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TALAMBA"	8,018	27th July, 2 p.m.	Singapore, Penang and Calcutta.
"SHIRALA"	7,841	7th Aug.	do.
"TALMA"	10,000	10th Aug.	do.
"TAKADA"	6,948	27th Aug.	do.
"SANTHIA"	7,754	5th Sept.	do.
"TILAWA"	10,006	11th Sept.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"TALAMBA"	8,018	27th Aug.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"SHIRALA"	7,841	1st Oct.	do.
"TALMA"	10,000	11th Oct.	do.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hong Kong, Cebu, Colombo, Tawau, Timor, Durban, or other ports en route as inducement.

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The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"MALEDONIA"	11,089	24th July, 10 a.m.	Shanghai, Moji & Kobe.
"TALMA"	10,000	25th July, 6 a.m.	Amoy, Moji, Kobe and Osaka.
"NAGPORE"	5,283	2nd Aug.	Shanghai, Moji and Kobe.
"TALMA"	6,900	3rd Aug.	Moji, Kobe, Osaka and Yokohama.
"KALYAN"	9,144	5th Aug.	Shanghai, Moji and Kobe.
"TAKADA"	6,948	6th Aug.	Shanghai, Moji and Kobe.
"SANTHIA"	7,754	15th Aug.	Shanghai, Moji and Kobe.
"MALWA"	10,941	18th Aug.	Shanghai, Moji and Kobe.
"TILAWA"	10,006	24th Aug.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	3rd Sept.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	7th Sept.	Yokohama only.
"SHIRALA"	7,841	13th Sept.	Shanghai, Moji and Kobe.
"MOBEA"	10,918	16th Sept.	Shanghai, Moji and Kobe.
"KRYBER"	9,114	1st Oct.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th Oct.	Moji, Kobe, Osaka and Yokohama.
"MANTUA"	10,903	13th Oct.	Shanghai, Moji and Kobe.
"KARMALA"	9,128	27th Oct.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	30th Oct.	Moji, Kobe, Osaka and Yokohama.
"TALMA"	6,956	2nd Nov.	Shanghai, Moji and Kobe.
"MALEDONIA"	11,089	13th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	27th Nov.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"KALYAN"	10,914	10th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	24th Dec.	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.

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Round Trip Tickets will be issued from Hongkong to Fuchow (Pagoda Anchorage) and return by the same steamer by the "HAI-NING," "HAI-HONG" and "HAI-CHING" at the reduced rate of \$30.00 including meals while the steamer is in Port.

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DOUGLAS LAFFRAIR & CO.

General Managers.

CHINA NAVIGATION CO.,

LIMITED.

AMOY, SINGAPORE & BANGKOK	"KALGAN"	On 24th July	Noon.
SHANGHAI	"SUIYANG"	On 25th July	6 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUBICHOV"	On 25th July	6 a.m.
AMOY & SHANGHAI	"SZOHDEN"	On 27th July	6 a.m.
AMOY & SINGAPORE	"ANEUT"	On 27th July	6 a.m.
BANGKOK	"KWANGCHOW"	On 27th July	6 a.m.
SHANGHAI	"SUNNING"	On 29th July	6 a.m.
AMOY, SINGAPORE & BANGKOK	"KIUNGCHOW"	On 29th July	6 a.m.
HOLHOW & HAIPHONG	"TEAN"	On 29th July	10 a.m.
SHANGHAI & TSINGTAO	"CHENAN"	On 31st July	6 a.m.
SHANGHAI	"SINKIANG"	On 1st Aug.	6 a.m.
AMOY & SHANGHAI	"YINGCHOW"	On 3rd Aug.	6 a.m.
AMOY & SINGAPORE	"KWANGTUNG"	On 6th Aug.	6 a.m.

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STEAMER	DATE HONGKONG ON OR ABOUT	SAILING HONGKONG ON OR ABOUT
TAIPING	In Port	24th July, 2 p.m.
CHANGTE	13th August	15th August
TAIPING	12th September	17th September
CHANGTE	11th October	16th October

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S.S. "YANZIA" ... Sails on or about 5th August.

S.S. "ROSANDRA" ... Sails on or about 31st August.

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S.S. "UMBINGA" ... Sails from Calcutta on or about 31st July via

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Sailings from Hongkong.

S.S. "CITY OF BEDFORD"	... Via Suez Canal	30th July.
S.S. "MALVERNIAN"	... Via Suez Canal	13th August.
S.S. "DECCATION"	... Via Suez Canal	27th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

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HONGKONG AND CANTON. JARDINE MATHESON & CO., LTD., CANTON.

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POST OFFICE NOTICE.

Postable articles forwarded by letter post to Great Britain are liable to examination by the Customs. Such articles should be forwarded by parcel post only.

WIRELESS SERVICE between Hongkong and Canton resumed.

INWARD MAILS.

FROM	PER	DATE
MANILA	Pres. Madison	26th July
SHANGHAI	Shanghai	28th July
U.S.A., CANADA, JAPAN & SHANGHAI	Pres. Madison	30th July
SHANGHAI	Pres. Van Euren	2nd Aug.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Pres. Lincoln	5th Aug.

OUTWARD MAILS.

FOR	PER	DATE
Shanghai, Japan & EUROPE via Siberia (letters & postcards specially super-scribed "via Siberia" only)	Macedonia	8.30 A.M.
*Straits and Calcutta	Laing	9.00 A.M.
Straits, Ceylon, India, Mauritius, L. Marquesas & S. Africa, Aden, Egypt, U.S.A., CANADA, JAPAN & SHANGHAI	Rangpur	9.45 A.M.
Manila, Australia & New Zealand via Thursday Island—due Thursday Is. 5th August	Ceylon Mail	10.00 A.M.
Fort Bayard	Kaigun	10.00 A.M.
Amoy & Fuzhou	Taipei	10.00 A.M.
Fort Bayard	Hydrange	10.30 P.M.
Shanghai & EUROPE via Siberia (letters & postcards specially super-scribed "via Siberia" only)	Jade	10.30 P.M.
Amoy & Japan	Suiyang	5.00 P.M.
Haiphong	Taima	5.00 P.M.
Wei Hai Wei	Mingang	5.00 P.M.
	Kuanchow	5.00 P.M.
Sandakan	Hinsang	5.30 A.M.
Manila	Yuenang	10.30 A.M.
Shanghai	Tsiondori	3.30 P.M.
Amoy & Fuzhou	Bat Yung	4.00 P.M.
Amoy	Szechuan	4.00 P.M.
Straits and Calcutta	Talamia	11.00 A.M.
Shanghai, Japan, Canada, U.S.A., C. & S. America & EUROPE via Victoria, B.C.—due Victoria 15th Aug. and Europe via Siberia (letters & postcards specially super-scribed "via Siberia" only)	Pres. Madison	2.45 P.M.
Bangkok	Kwangchow	4.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles 25th Aug.	Hector	9.45 P.M.
Shanghai	Kwangchow	10.30 A.M.
Manila	Kwangchow	1.15 P.M.
Shanghai	Kwangchow	4.00 P.M.
Amoy	Kwangchow	4.00 P.M.
Batavia	Tyassoo	11.00 A.M.
Macao	Kinshau	1.15 P.M.
Hoikow and Haiphong	Yuan	5.30 P.M.
Macao	Kinshau	1.15 P.M.
Shanghai	Ohnan	5.00 P.M.
Japan	Fook Sang	5.00 P.M.
Haiphong	Leung	5.00 P.M.

*Correspondence bearing vessel's name only.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital\$50,000,000
Issued and Fully Paid\$30,000,000
Reserve Funds: Sterling\$24,000,000
Silver\$37,000,000

Reserve Liability of Proprietors\$20,000,000

HEAD OFFICE: HONGKONG.

Court of Directors:
Hon. Mr. D. G. M. BERNARD,
Chairman.
Hon. Mr. A. O. LANG,
Deputy Chairman.

W. H. Bell, Esq., J. A. Plummer, Esq.,
A. H. Compton, Esq., T. G. Weill, Esq.,
W. L. Patterson, Esq., H. P. White, Esq.,
C. M. Young, Esq.,
Chief Manager: A. H. BARLOW, Esq.

BRANCHES:
Amoy, Hongkong, Penang, Bangkok, Hanoi, Saigon, Batavia, Ipoh, Shanghai, Bombay, Calcutta, Kobe, San Francisco, Canton, Hongkong, London, Yokohama, Dairen, Lyons, Shanghai, Fuzhou, Haiphong, Hankow, Nagasaki, Tokyo, Harbin, New York, Tientsin, Peking, Yokohama.

CURRENT ACCOUNTS opened in Local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.
Hongkong, 27th May, 1926. [25]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. H. BARLOW, Esq.,
Chief Manager.
Hongkong, 27th May, 1926. [3]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Foreign Exchange and General Banking Business transacted. Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.
Hongkong, April 15th, 1926. [30]

BANQUE DE L'INDO-CHINE.

HEAD OFFICE: 66, Boulevard Haussmann, Paris.

Subscribed Capital...Fr. 72,000,000.00
Paid-up Capital...Fr. 68,400,000.00
Reserve Fund...Fr. 58,967,283.54

BRANCHES:
Bangkok, Hanoi, Pondicherry, Battambang, Hongkong, Saigon, Canton, Mengtze, Shanghai, Djibouti, Noumea, Singapore, Fort-Bayard, Papeete, Tientsin, Haiphong, Peking, Tourane, Hankow, Phnom-Penh, Yunnan.

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement. Every description of Banking and Exchange Business transacted.
A. LECOT,
Manager.
Hongkong, 20th March, 1924. [28]

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONGKONG.
10, Des Voeux Road Central.

Authorized Capital\$10,000,000
Paid-up Capital5,000,000
Reserve Fund1,200,000

BRANCHES AND AGENCIES:
Canton, Osaka, Haiphong, London, Singapore, Batavia, Seattle, Melbourne, Kowloon, Nagasaki, Calcutta, New York, Tientsin, Kobe, San Francisco, Peking, Manila, Fuzhou, Bangkok, Bombay, Shanghai, Lyons, Hongkong, Yokohama, Honolulu.

Correspondents in all principal cities of the world. Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Savings Deposit Boxes To Let.
KAW TONG PO,
Chief Manager.
Hongkong, 22nd May, 1926.

COMMERCIAL.

OPENING QUOTATIONS.

July 23rd, 1926.

ON LONDON: Telegraphic Transfer ...2/2 1/2
Bank Bills, on demand ...3/4 9/16
Bank Bills, at 30 days sight ...3/4 9/16
Bank Bills, at 4 months sight ...3/4 9/16
Bank Bills, at 6 months sight ...3/4 9/16
Bank Bills, at 9 months sight ...3/4 9/16
Bank Bills, at 12 months sight ...3/4 9/16
ON PARIS: Bank Bills, on demand ...2/2 3/4 nom.
Bank Bills, 4 months sight ...2/2 3/4 nom.
ON NEW YORK: Bank Bills, on demand ...53 1/2
Bank Bills, at 60 days sight ...53 1/2
ON HONGKONG: Telegraphic Transfer ...14 1/2
Bank Bills, on demand ...14 1/2
ON SHANGHAI: Bank Bills, at sight ...nom.
Bank Bills, 30 days sight ...nom.
ON YOKOHAMA: On demand ...113 1/2
ON MANILA: On demand ...107 1/2
ON SINGAPORE: On demand ...92 1/2
ON BATAVIA: On demand ...132 1/2
ON HAIPHONG: On demand ...nom.
ON HANKOW: On demand ...nom.
ON SOERABAYA: On demand ...84 1/2
SOVEREIGN, Bank's Buying Rate \$8.50
GOLD LEAF, 100 fine, per tael ...29 11/16
BAR SILVER, per oz. ...29 11/16

THE MERCHANTS BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital£3,000,000
Subscribed Capital£1,500,000
Paid-up Capital£1,050,000
Reserve Fund£1,350,000

BANKERS: THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:
Bangkok, Kandy, Penang, Batavia, Karachi, Port Louis, Bombay, Kota Bharu, (Mauritius), Calcutta, Kuala Lumpur, Rangoon, Colombo, Galle, Singapore, Hongkong, Madras, Sourabaya, Howrah, New York.

HONGKONG BRANCHES: Every description of Banking and Exchange Business transacted. Interest allowed on Current Accounts to 5 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

C. L. C. SANDER, Manager.
7, Queen's Road Central, Hongkong, June 17th, 1926. [39]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

6, Chater Road, Victoria, Hongkong.

HEAD OFFICE: 74, Rue St. Lazare, Paris.

CapitalFr. 20,000,000
ReservesFr. 11,150,000
Special Working CapitalFr. 50,000,000

BRANCHES:
Paris, Lyons, Marseilles, Saigon, Haiphong, Hanoi, Peking, Shanghai, Tientsin, Canton, Hongkong.

BANKERS: France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays-Bas. London: Midland Bank, Ltd. New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted. Correspondents throughout the World.

A. ROLLIN, Manager.
Hongkong, 2nd December, 1925.

THE BANK OF TAIWAN, LTD.

(TAIWAN GINKO).

Incorporated by Special Imperial Charter, 1890.

Capital Subscribed ...Yen 45,000,000
Capital (Paid-up) ...Yen 29,275,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES: JAPAN: Tokyo, Yokohama, Kobe, Osaka.

FORMOSA: Tainan, Keelung, Makong, Nanto, Shichiku, Taichu, Tainan, Takao, Tamsui, Toen, Heilo, Taio.

CHINA: Shanghai, Hankow, Amoy, Fuzhou, Swatow, Canton, Others: Hongkong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

LONDON BANKERS: THE LONDON COUNTY WESTMINSTER AND PARK BANK.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippines, Islands, Java, Africa, etc.

Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.
T. TAKAGI,
Manager.
HONGKONG BRANCH, 3, Des Voeux Road, Central, Hongkong, 11th May, 1926. [37]

This advertisement is issued by the British-American Tobacco Co. (China) Ltd. A-176.

THE BANK OF CHINA.

行銀國中

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL...\$50,000,000.00
PAID-UP CAPITAL...19,780,200.00
RESERVE FUND...9,884,398.69

HEAD OFFICE: PEKING.
Hongkong Branch: 4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America and other parts of the world.

London Bankers: THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD. New York Bankers: THE EQUITY TRUST CO., THE IRVING BANK, COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Every description of Banking Business transacted. Loans granted on Approved Securities. Special facilities for domestic exchange.

TSUYEE PEI, Manager.
Hongkong, January 16th, 1926. [38]

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).

Established 1894. Hongkong Branch established 1908.

Authorized Capital ...Gulden 150,000,000

Paid-up Capital ...\$15,000,000
Reserve Fund ...\$2,686,870
Special Reserves ...\$1,711,405
...\$2,660,000
...\$1,888,330

HEAD OFFICE: AMSTERDAM.

BRANCHES: Batavia, Bandoeng, Bombay, Calcutta, Cherbon, Djember, Djokjakarta, The Hague, Kobe, Kots-Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaya, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.

LONDON BANKERS: NATIONAL PROVINCIAL BANK, LTD. Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.
J. O. MAASEN, Acting Manager.

Printed and Published by OLIVER THOMAS BREAKSPER, for the HONGKONG DAILY PRESS, LTD., at 14, Chater Road, Victoria, Hongkong. London Office: 131, Fleet Street, E.C. 4.

LONDON SERVICE.

"HECTOR" 28th July. Marn. L'don. E'dam. & Glasgow.
"AUTOLYCHUS" 10th Aug. Marn. L'don. E'dam. & Hamburg.
"ASPHALION" 24th Aug. Marn. L'don. E'dam. & Hamburg.
"SARFEDON" 8th Sept. Marn. L'don. E'dam. & Glasgow.

LIVERPOOL SERVICE.

"EUBYADES" 20th Aug. Genoa. Havre. Liverp. & Glas.
"TELEMACHUS" 20th Sept. Genoa. Havre. Liverp. & Glas.
"ATREUS" 20th Oct. Genoa. Havre and Liverpool.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA)
"TYNDAREUS" 7th Aug. Victoria, Vancouver & Seattle.
"PROTESILAUS" 28th Aug. Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"DEUCALION" 27th Aug. New York, Boston & Baltimore.
"ANTYLOCHUS" 10th Sept. New York, Boston & Baltimore.

PASSENGER SERVICE.

"HECTOR" 28th July. Singapore, Marseilles & London.
"SARFEDON" 20th Sept. Singapore, Marseilles & London.
"ATREUS" 20th Oct. Singapore, Marseilles & London.
"ANTYLOCHUS" 17th Nov. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight and passage rates and information apply to—
Butterfield & Swire, Agents.

"HONGKONG WEEKLY PRESS"

14, CHATER ROAD, HONGKONG.

Please send me the

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addressed as follows:—